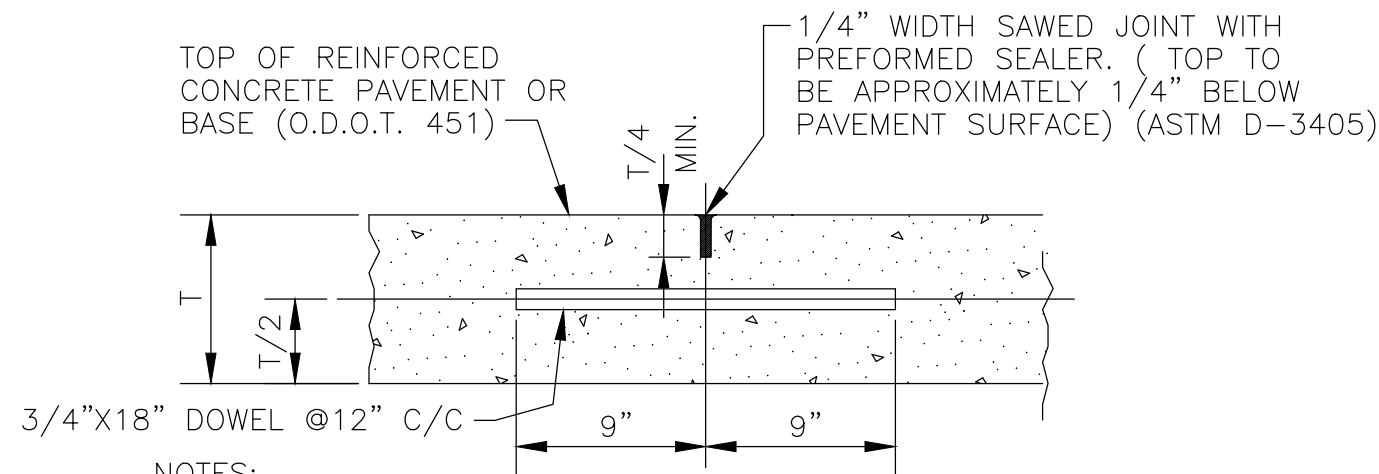
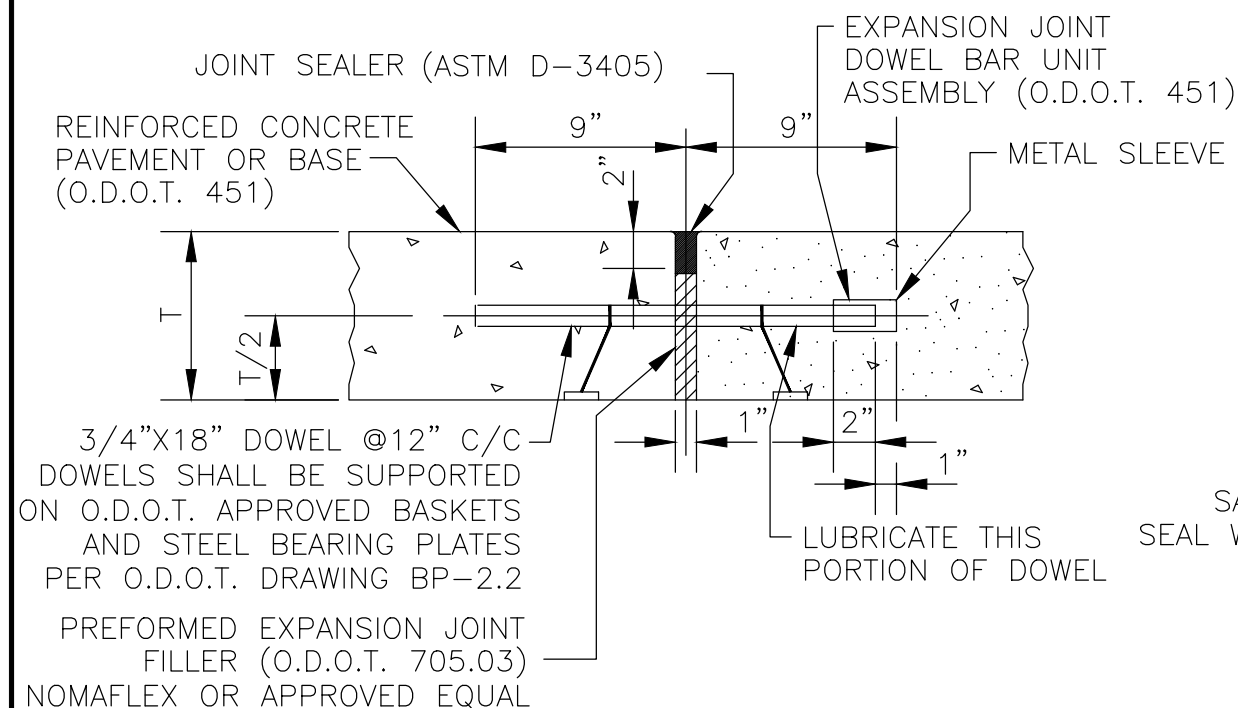




NOTES:

1. MAXIMUM JOINT SPACING SHALL BE 15 FT.
2. DOWELS USED IN CONTRACTION JOINTS IN REINFORCED CONCRETE PAVEMENT SHALL BE SMOOTH BARS AND FREE MOVEMENT SHALL BE PROVIDED BY APPLYING A COATING OF GREASE AS A BONDBREAKING MATERIAL JUST PRIOR TO PLACING THE CONCRETE.
3. DISCONTINUE REINFORCING MESH 12" $\pm$ 2" ON EACH SIDE OF JOINT.

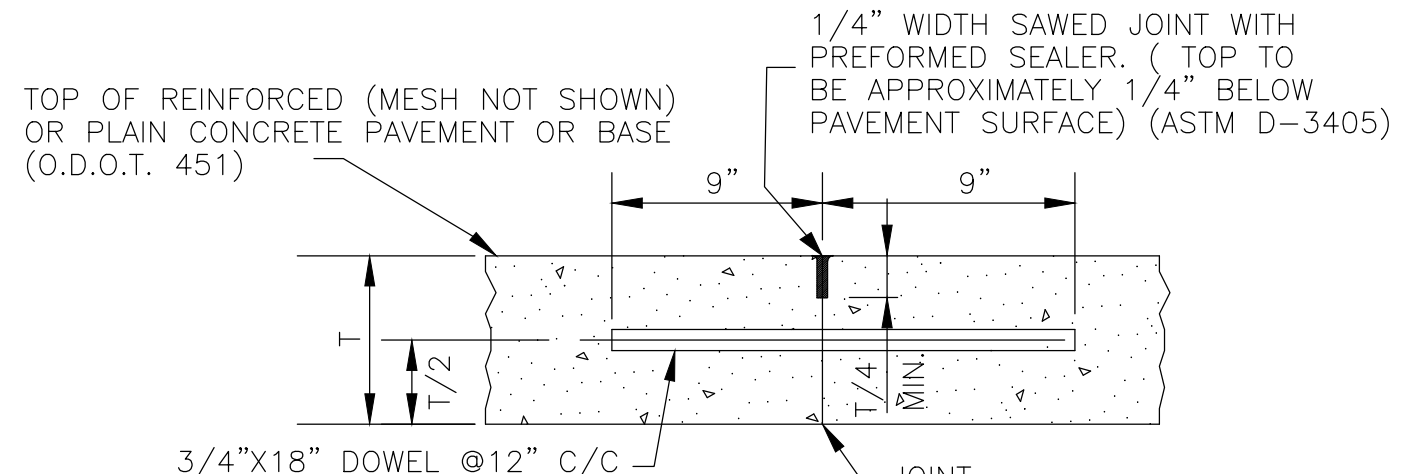
CONTRACTION JOINT FOR REINFORCED CONCRETE PAVEMENT OR BASE



NOTE: EXPANSION JOINTS TO BE PLACED AT 500 FT INTERVALS AND AT STREET INTERSECTIONS, P.C.'S, P.T.'S, AND CHANGES IN PAVEMENT WIDTHS.

EXPANSION JOINT FOR CONCRETE PAVEMENT OR BASE

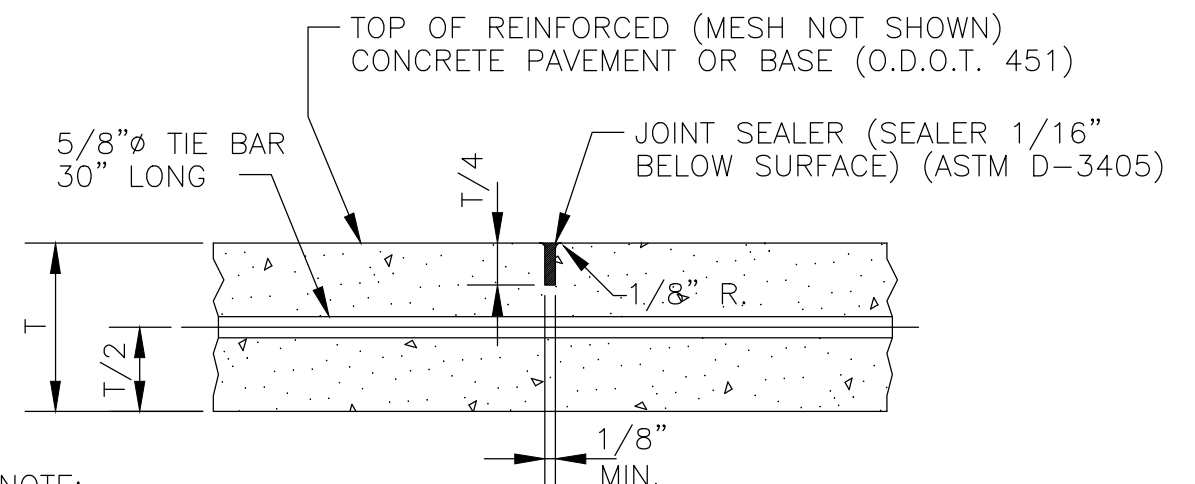
- NOTE:
1. REINFORCING MESH NOT SHOWN IS 6X12-W8.6/W4 (78# MESH). MESH SHALL ONLY BE USED WITH THE APPROVAL OF THE CITY OF AVON PER O.D.O.T. DRAWING BP 1.1
 2. RECYCLED MATERIAL WILL NOT BE ALLOWED IN ANY CIRCUMSTANCE
 3. ALL BARS AND BASKETS SHALL BE EPOXY COATED.



NOTE:

CONSTRUCTION JOINTS ARE NOT TO BE LOCATED CLOSER THAN 10'-0" TO ANOTHER PARALLEL JOINT

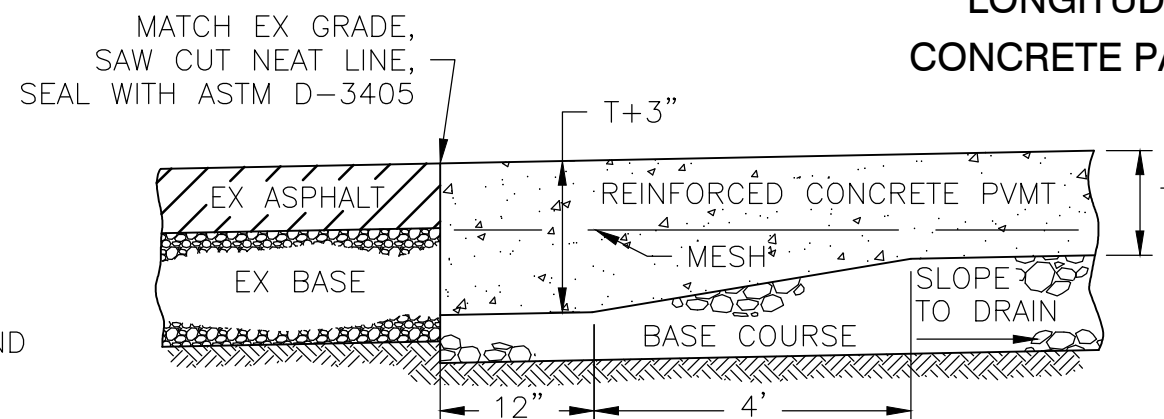
CONSTRUCTION JOINT FOR CONCRETE PAVEMENT OR BASE



NOTE:

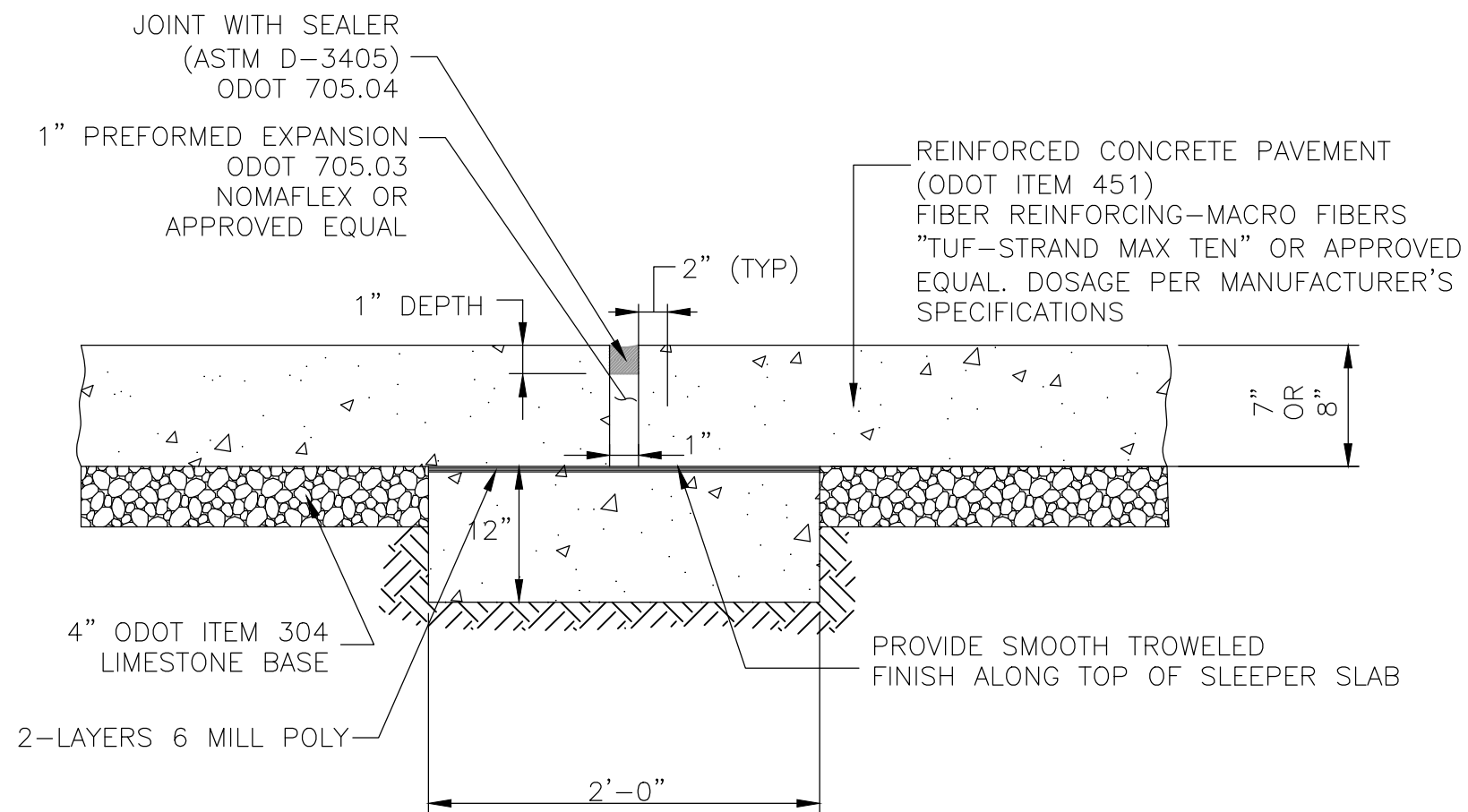
1. LONGITUDINAL JOINTS TO BE USED FOR RESTORING EXISTING LONGITUDINAL JOINTS.
2. SEAL NOT REQUIRED FOR BASE.
3. DISCONTINUE REINFORCING MESH 2" ON EACH SIDE OF JOINT.

LONGITUDINAL JOINT FOR CONCRETE PAVEMENT OR BASE



THICKENED EDGE JOINT

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
CONCRETE PAVEMENT JOINT DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-1	61-24	5/29/24

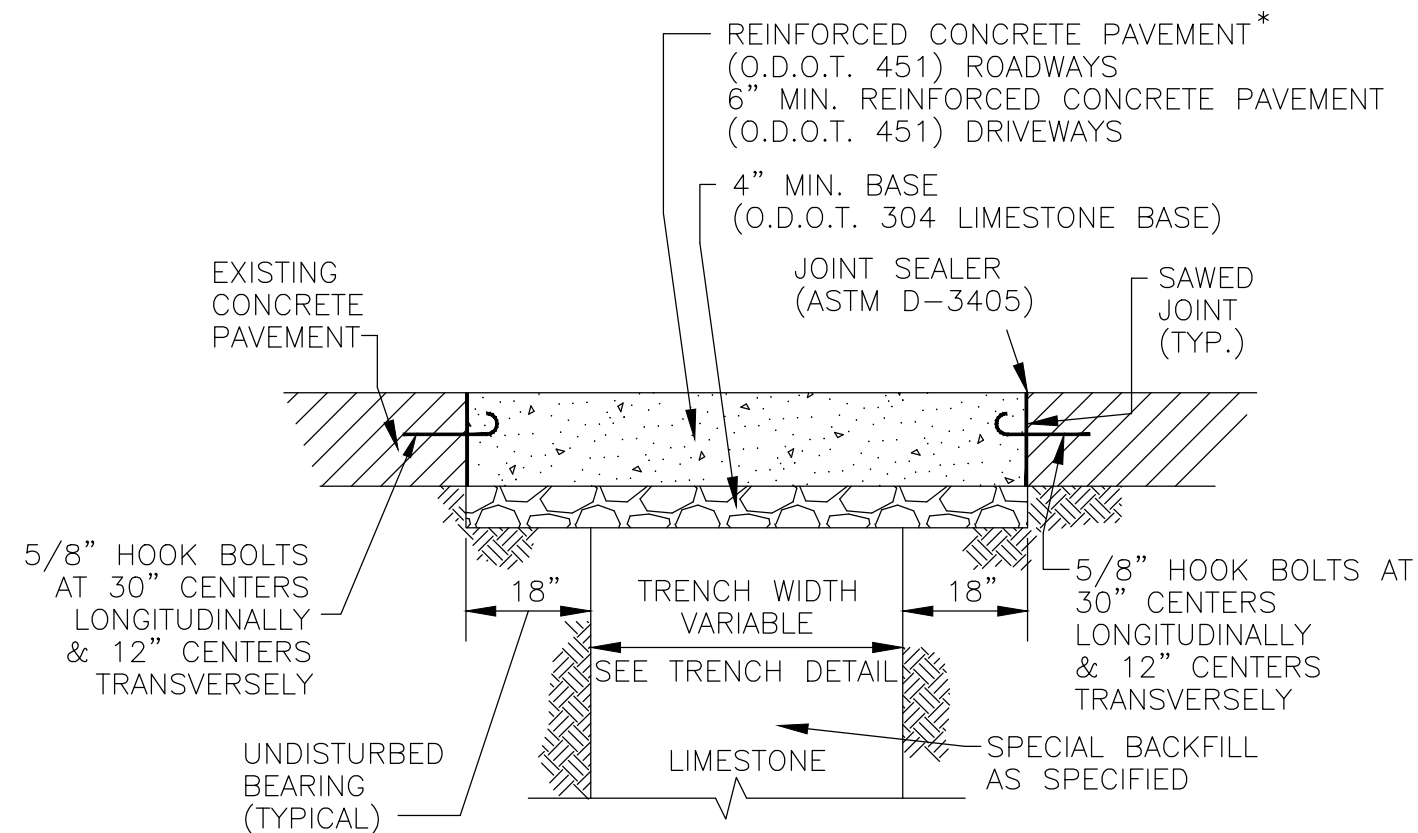


TRANSVERSE EXPANSION JOINT DETAIL
SLEEPER SLAB

NOTES

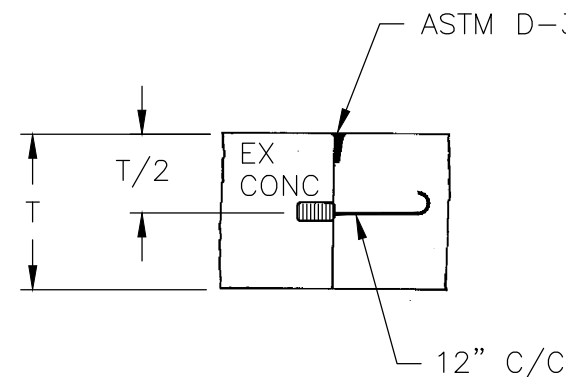
- 1) SLEEPER SLAB ASSEMBLIES MAY BE PERMITTED BY THE CITY IN LIEU OF AN EXPANSION JOINT ASSEMBLY FOR CONCRETE PAVEMENT, AS SHOWN ON SHEET P-1.
(AT 500 FEET INTERVALS, STREET INTERSECTIONS & P.C.'S & P.T.'S)
- 2) EXCAVATION OF SLEEPER SLABS SHALL BE AN EXACT 2 FT. WIDTH. HOWEVER, SHOULD AN OVER DIG OCCUR, THE ENTIRE EXCAVATION SHALL BE CONCRETE FILLED AND PROVIDED WITH A SMOOTH TROWELED FINISH.
- 3) JOINTS RESTING ON THE SLEEPER SLAB SHALL NOT EXCEED 1" IN WIDTH. A 1/4" WIDER WIDTH TOLERANCE MAY BE PERMITTED AT THE CITY'S DISCRETION.
- 4) CARE SHALL BE TAKEN TO FINISH THE SUBGRADE SURFACE UNDER AND AROUND THE SLEEPER SLAB IN A SMOOTH FIRMLY COMPACTED MANNER.
- 5) (2)TWO LAYERS OF 6 MILL POLY ARE REQUIRED FOR SEPARATION BETWEEN THE SLEEPER SLAB AND CONCRETE ROADWAY.
- 6) ALL BARS & BASKETS SHALL BE EPOXY COATED.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
TRANSVERSE EXPANSION JOINT DETAIL SLEEPER SLAB	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-2	61-24	5/29/24



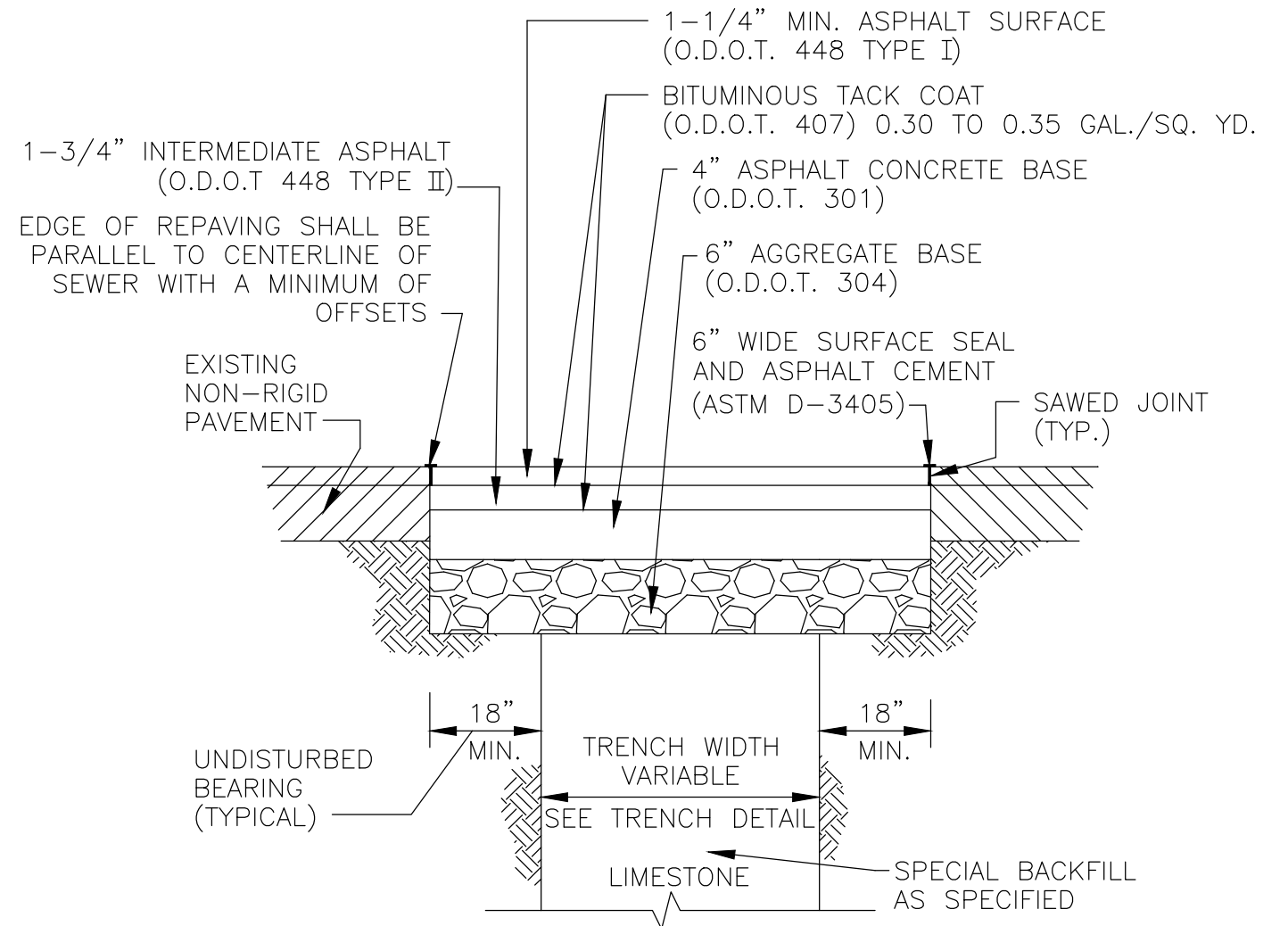
**DETAIL FOR RESTORING
CONCRETE PAVEMENT**

*
7" THICK FOR RESIDENTIAL
9" THICK FOR COMMERCIAL OR INDUSTRIAL
W/TUF STRAND MAX TEN FIBERS OR APPROVED EQUAL.



BUTT JOINT

NOTE:
NEITHER SLAG NOR SCREENINGS WILL BE PERMITTED AS A BASE COURSE MATERIAL. RECYCLED MATERIAL IS NOT ALLOWED IN ANY CIRCUMSTANCE

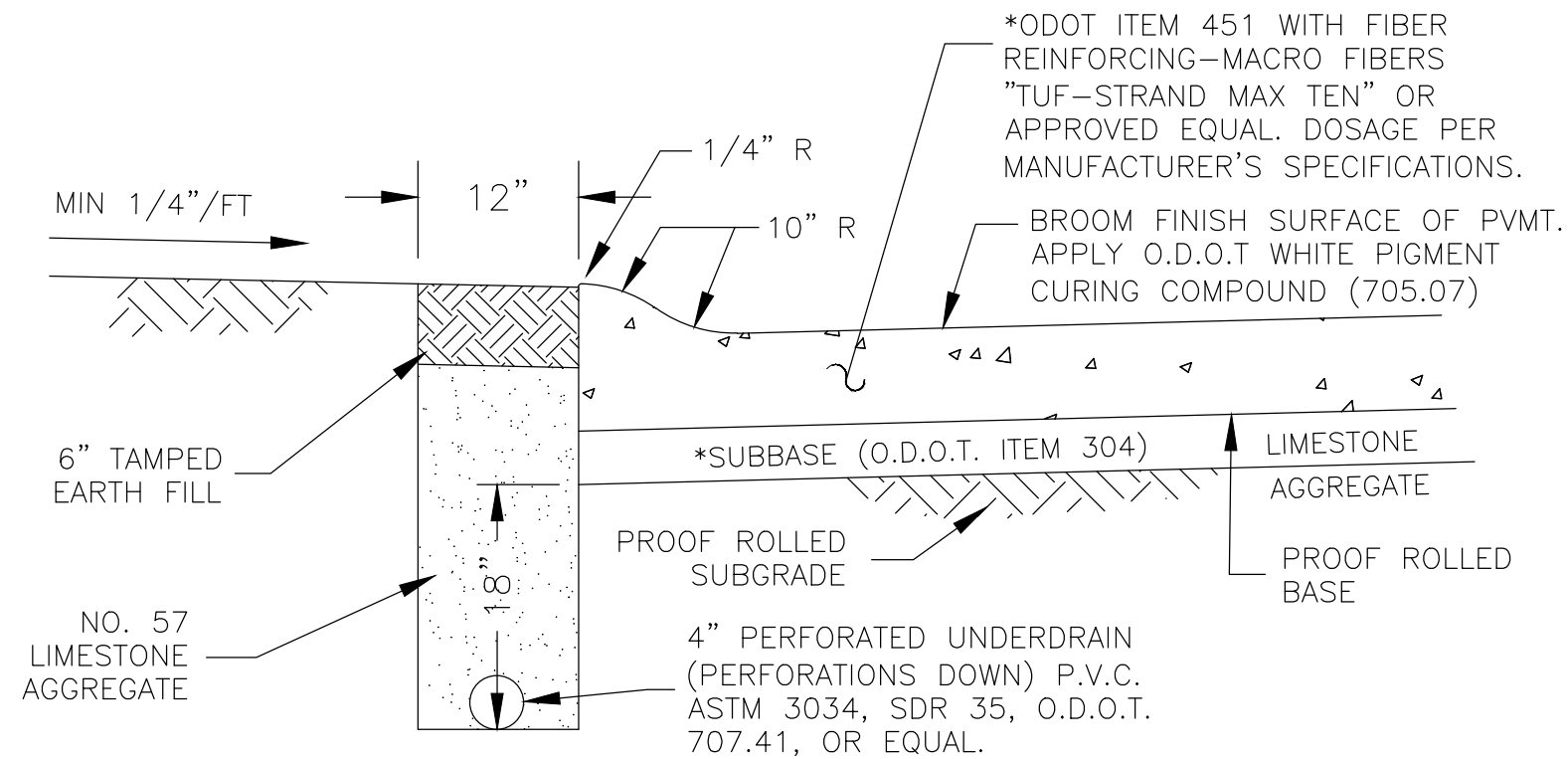


**DETAIL FOR RESTORING
ASPHALT CONCRETE PAVEMENT
ON NON-RIGID BASE**

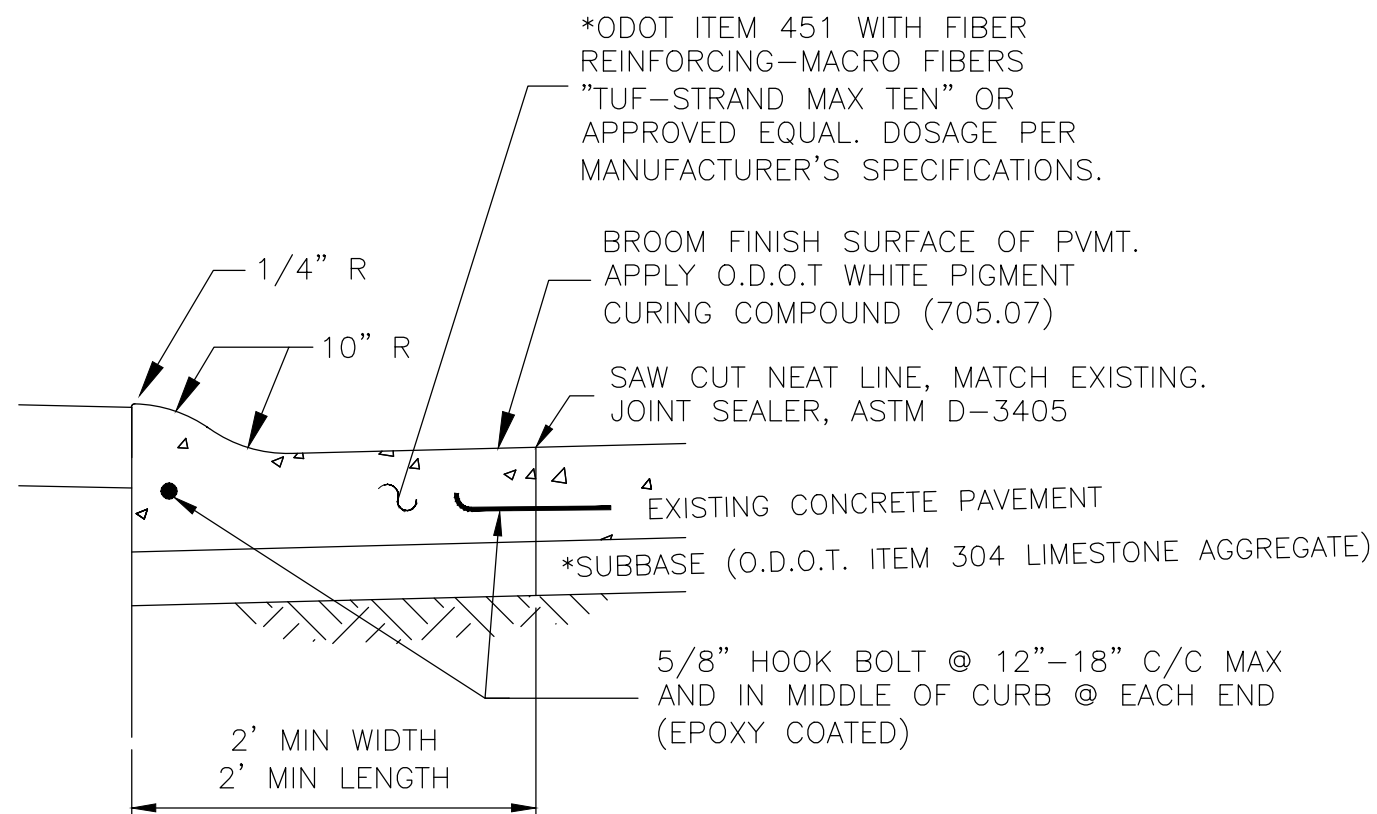
NOTES:

1. ASPHALT REPAIRS ALONG ROADWAY EDGES DAMAGED DUE TO ADJACENT CONSTRUCTION SHALL BE REMOVED TO A DEPTH OF 3" AND WIDTH OF 3' MINIMUM.
2. SOFT BASE AREAS ARE TO BE REMOVED TO A DEPTH OF 6" AND BACKFILLED WITH COMPACTED 304 LIMESTONE.
3. JOINTS ARE TO BE CRACKSEALED WITH ASTM 3405 SEALER OR AL-20, USING A SQUEEGY.
4. HOOK BOLTS SHALL BE EPOXY COATED.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
PAVEMENT RESTORATION	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-3	61-24	5/29/24



TYPICAL CURB AND UNDERDRAIN DETAIL (NEW INSTALLATION)



CURB REPAIR DETAIL

PROOF ROLLING & COMPACTION NOTES

PROOF ROLLING SHALL BE PREFORMED VIA A TANDEM AXLE DUMP TRUCK WITH A GROSS WEIGHT OF 60,000 LBS.

COMPACTION REQUIREMENTS SHALL CONFORM TO ODOT ITEM 203.

ANY FILL PLACEMENT IN THE R/W AREAS SHALL BE VERIFIED BY AND COMPACTION TESTED BY A QUALIFIED TESTING LABORATORY WITH THE TESTING REPORTS AND RESULTS SUBMITTED TO THE SERVICE DIRECTOR AND/OR ENGINEER FOR REVIEW. EMBANKMENT SOIL COMPACTION REQUIREMENTS SHALL BE IN CONFORMANCE WITH ODOT 203 AND THE TABLE BELOW:

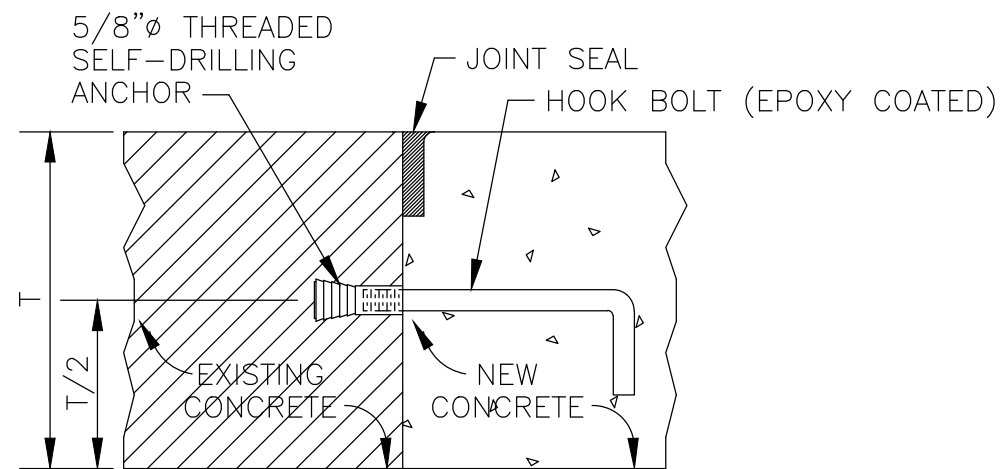
MAXIMUM LABORATORY DRY WEIGHT (POUNDS / CUBIC FOOT)	MINIMUM COMPACTION REQUIREMENTS (PERCENT LABORATORY) MAXIMUM
90 - 104.9	102
105 - 119.9	100
120 - HIGHER	98

CHEMICALLY STABILIZED SUB-GRADE NOTES

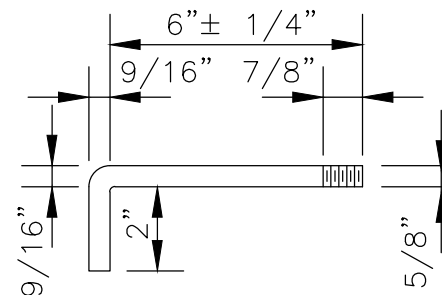
IN THE EVENT THAT THE ESTABLISHED SUB-GRADE IS TO BE CHEMICALLY STABILIZED, THIS STABILIZATION SHALL CONFORM TO ODOT ITEM 206.

*THICKNESS VARIES PER ROADWAY CLASSIFICATION. REFER TO G-1 AND G-3.

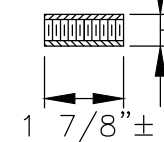
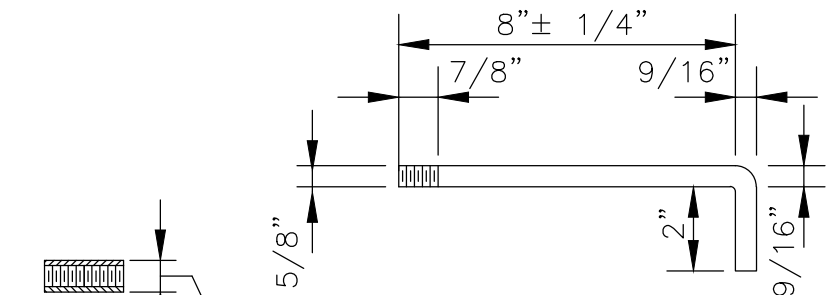
CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
CONCRETE CURB AND UNDER DRAIN DETAILS	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-4	61-24	5/29/24



TRANSVERSE HOOK BOLTS @ 12" C/C

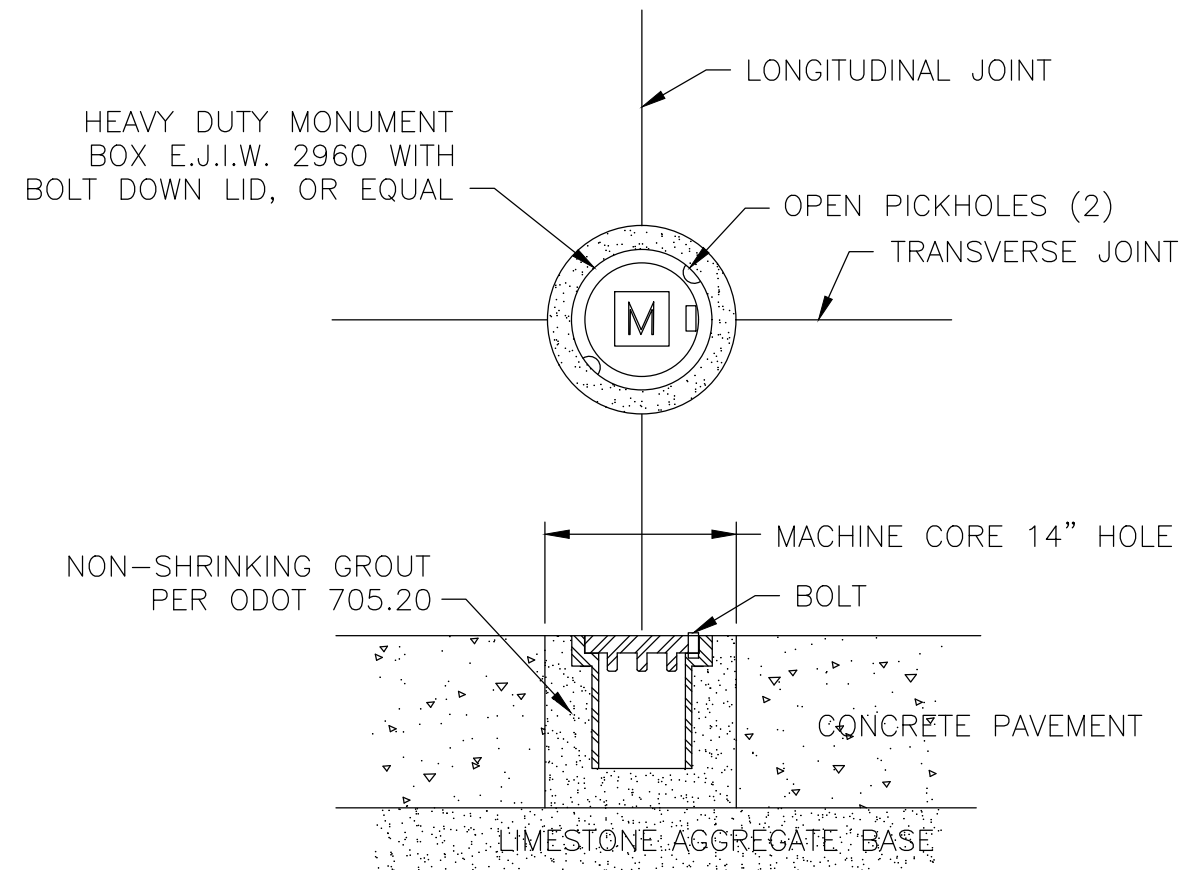


LONGITUDINAL HOOK BOLTS @ 30" C/C



STEEL COUPLING TO PROVIDE BOLT STRENGTH EQUIV. TO 11,000 LB.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
HOOK BOLT DETAILS	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-5	61-24	5/29/24

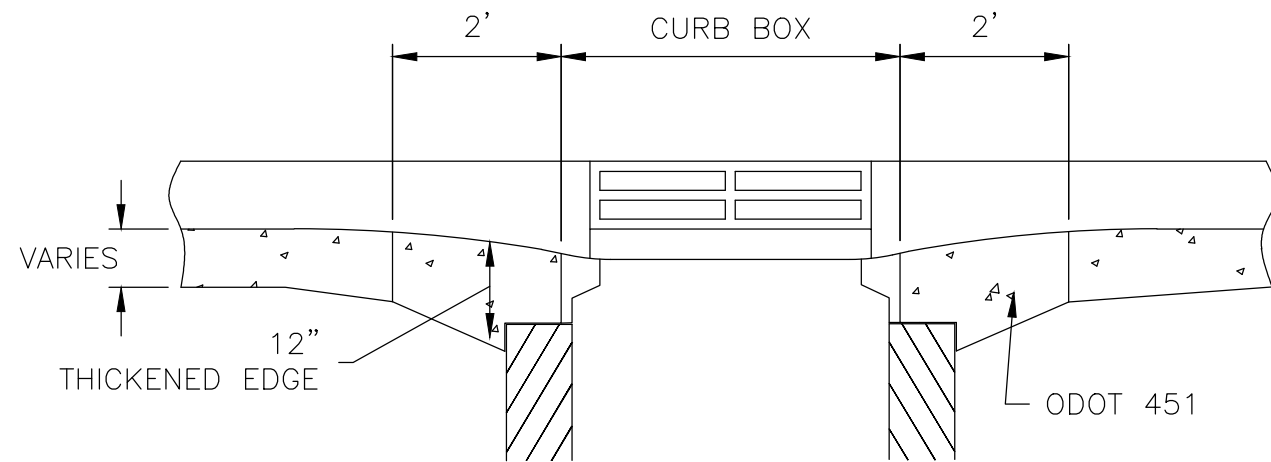


CORE DRILLED MONUMENT BOX DETAIL

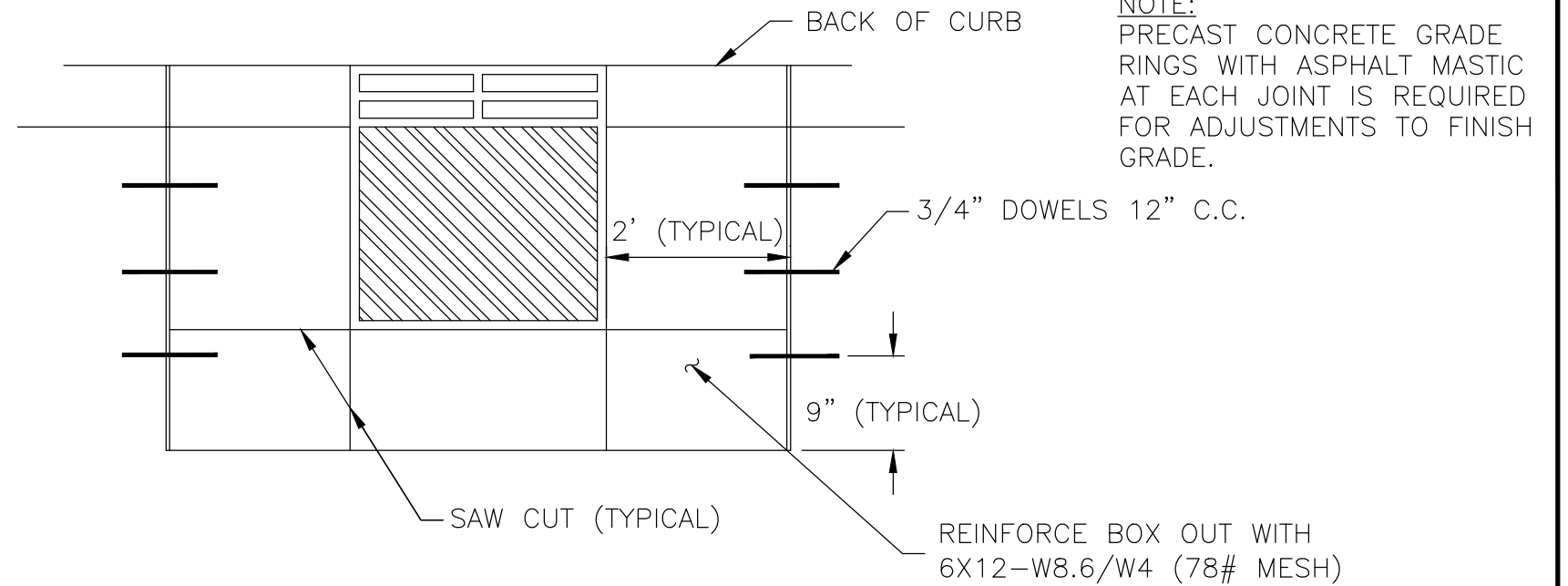
NOTE:

- 1) MONUMENT BOXES WILL NOT BE PERMITTED TO FALL IN AN EXPANSION JOINT. EXPANSION JOINTS ARE TO BE MOVED 5 FEET OUT OF THE CURVE SO AS NOT TO CONFLICT WITH THE MONUMENT BOX LOCATION.
- 2) SHOULD THE CITY PERMIT THE USE OF CAST RISERS IN CERTAIN CIRCUMSTANCES, A (3) THREE POINT WELD SHALL BE REQUIRED ON THE ROUND MONUMENT BOX.

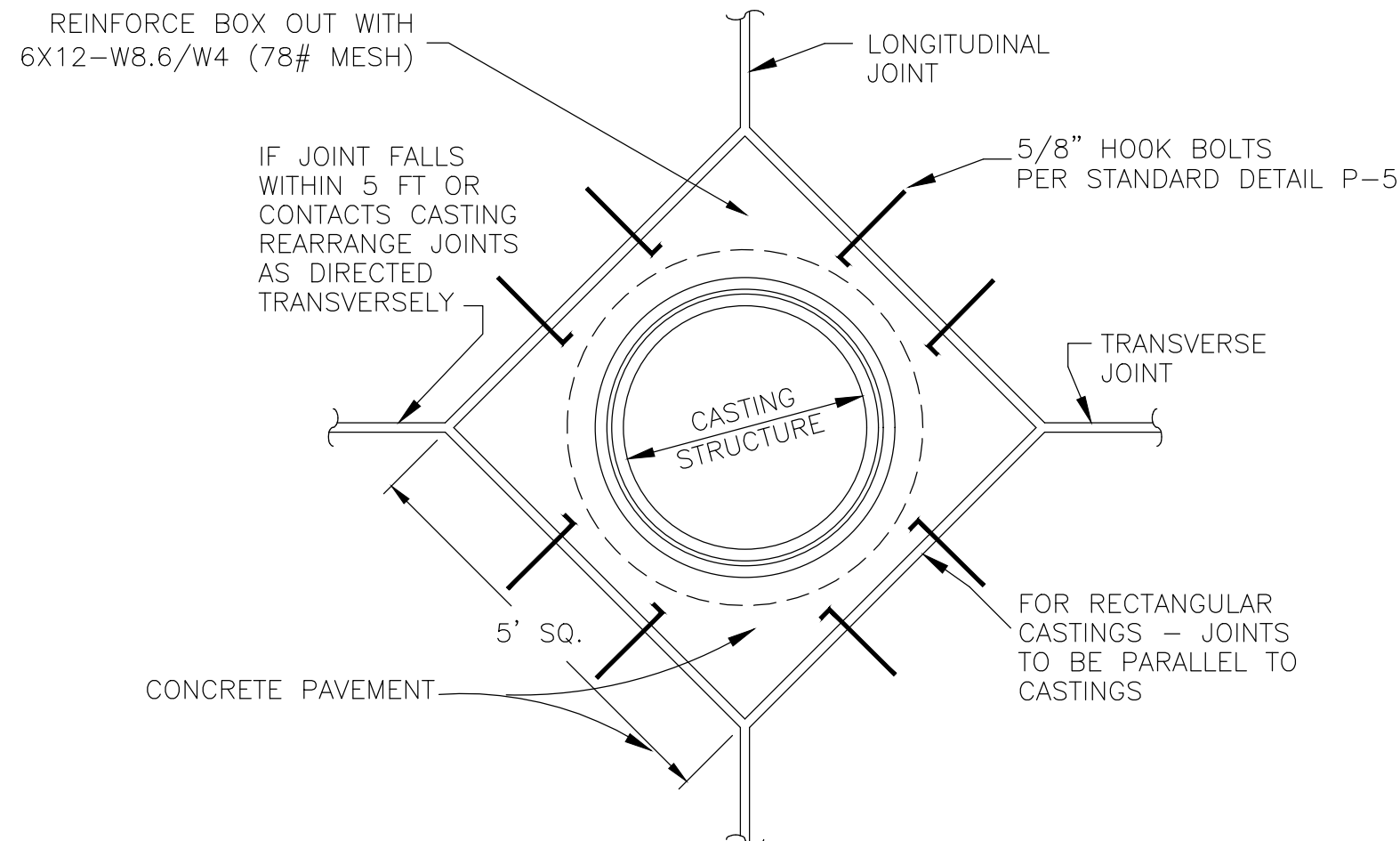
CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
MONUMENT BOX DETAILS	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-6	61-24	5/29/24



CATCH BASIN BOX OUT SECTION



CATCH BASIN BOX OUT DETAIL

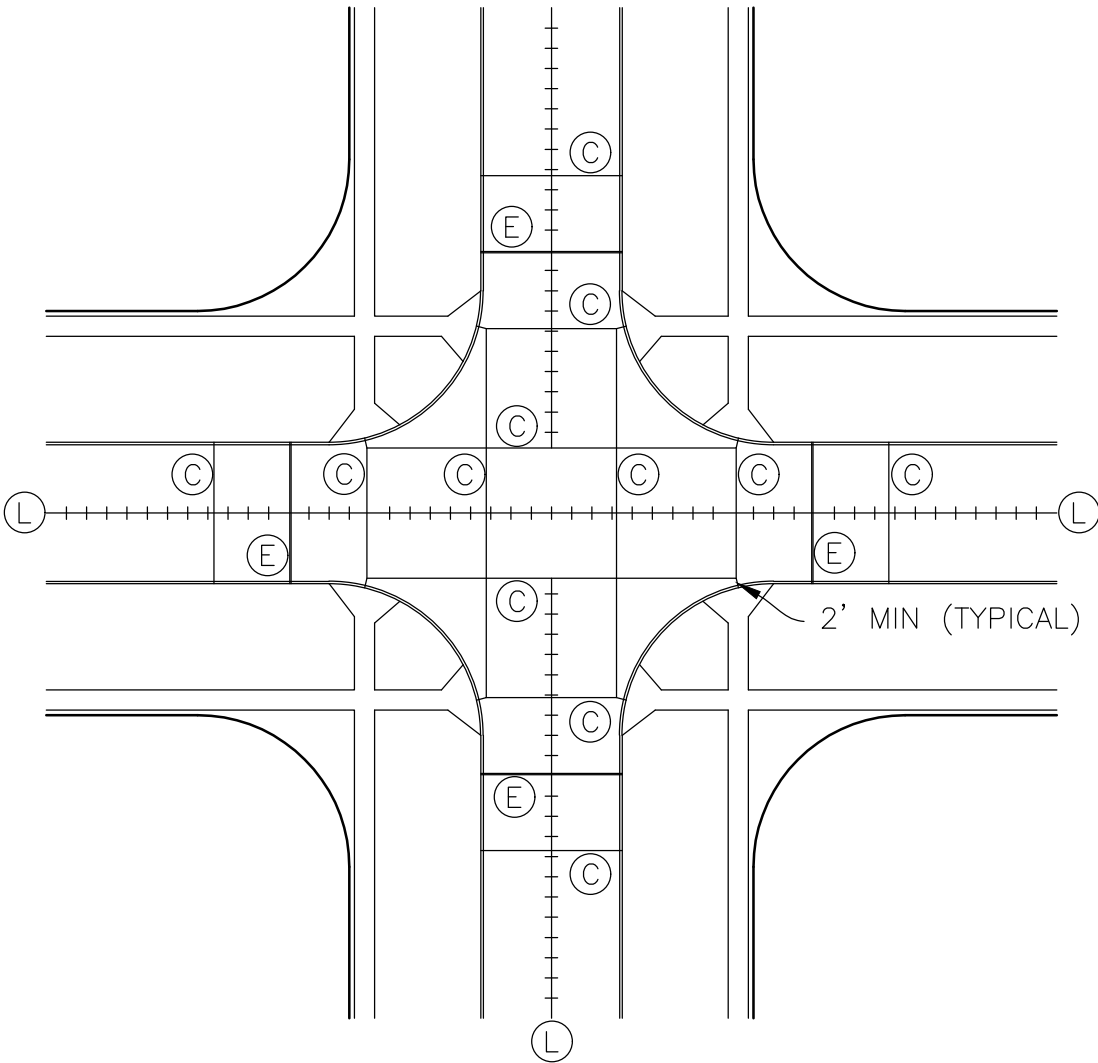


TYPICAL CASTING BOX OUT DETAIL

NOTE:

1. PROVIDE A BOND BREAK BETWEEN CASTING AND CONCRETE WITH OIL, PAINT OR OTHER SUITABLE MATERIAL.
2. SUBGRADE AND BASE GRADE ARE TO BE COMPACTED PRIOR TO PLACING CONCRETE IN MANHOLE OR CATCH BASIN BOX OUTS.
3. IN THE CASE OF EXISTING ROADWAYS, THE CITY MAY PERMIT THE USE OF CAST RISERS FOR ELEVATIONAL ADJUSTMENT OF MANHOLES AND OTHER TYPE OF CASTINGS. IN SUCH CASES, A (3) THREE POINT WELD SHALL BE REQUIRED ON ROUND CASTINGS AND A (4) POINT WELD SHALL BE REQUIRED ON SQUARE CASTINGS.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
BOX OUT DETAILS	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-7	61-24	5/29/24



TYPICAL INTERSECTION PLAN

JOINT LEGEND

- (L) ++++++ STANDARD LONGITUDINAL JOINT
(C) ———— STANDARD CONTRACTION JOINT
(E) ———— EXPANSION JOINT

CONSTRUCTION NOTES AND STANDARDS

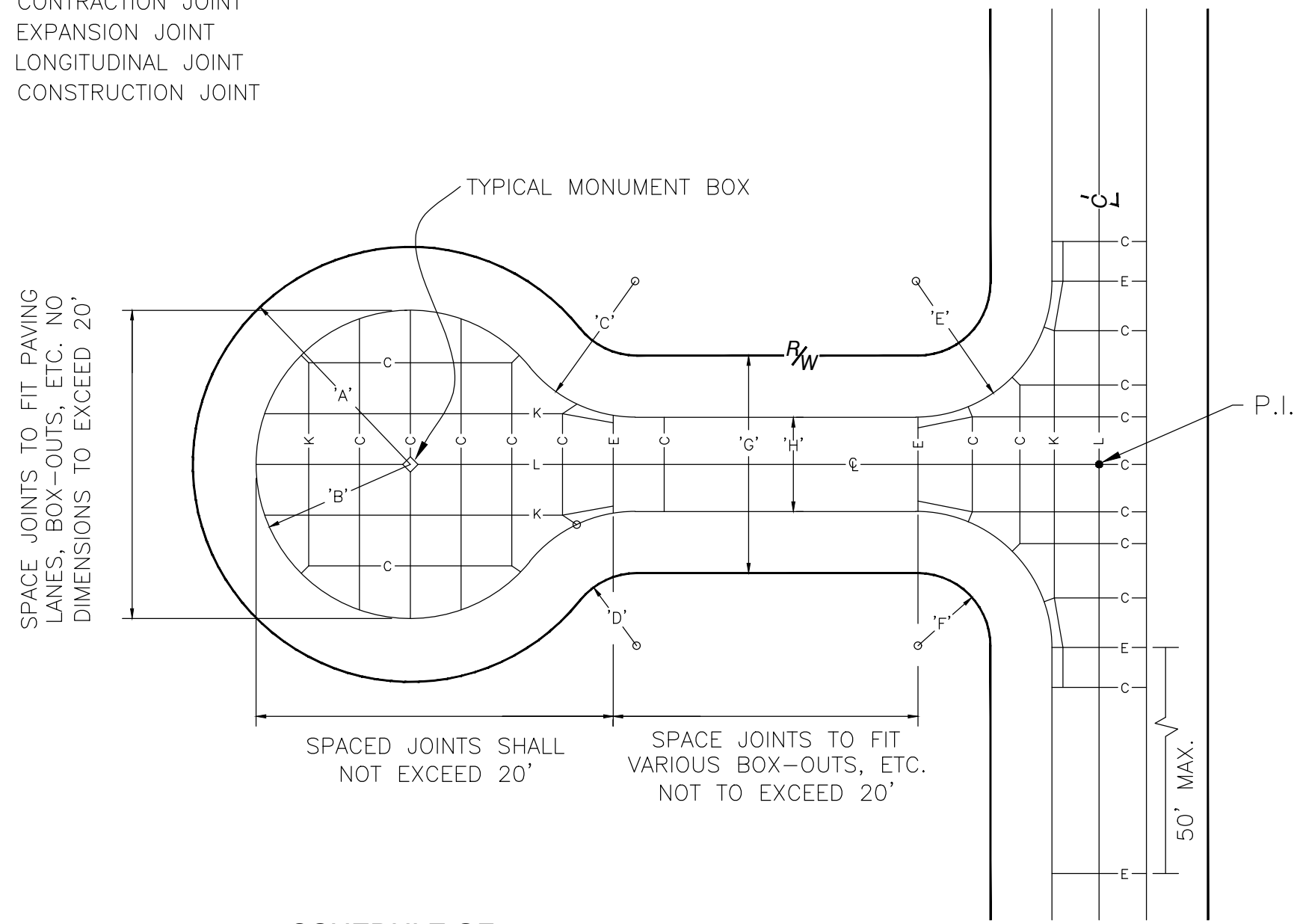
1. CONTRACTION JOINT SAW CUTS SHALL BE DONE AS SOON AS THE MACHINE CAN MAKE A CLEAN CUT WITH STRAIGHT EDGES MAXIMUM SPACING SHALL BE 15 FEET.
2. EXPANSION JOINTS IN CONFLICT WITH MONUMENT BOX LOCATIONS SHALL BE MOVED FIVE (5) FEET IN EITHER DIRECTION.
3. CONCRETE POURS OF ONE HUNDRED (100) CUBIC YARDS OR LESS IN ANY ONE (1) DAY SHALL REQUIRE THE TAKING MINIMUM OF TWO (2) 6”X12”, OR THREE (3) 4”X8” TEST CYLINDERS BY A QUALIFIED TESTING LAB WITH ACI CERTIFIED TECHNICIAN AND OBTAIN A COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS.
4. CONCRETE POURS OF TEN (10) CUBIC YARDS OR LESS IN ANY ONE (1) DAY WILL NOT REQUIRE THE TAKING OF TEST CYLINDERS. HOWEVER, THE CONTRACTOR MAY DO SO AT HIS OPTION.
5. CONCRETE TEST CYLINDERS SHALL BE MADE DURING PAVING OPERATIONS AT THE MINIMUM RATE OF TWO (2) 6”X12”, OR THREE (3) 4”X8” PER ONE HUNDRED (100) CUBIC YARDS AND TWO (2) TEST BEAMS FOR EACH DAY’S PLACEMENT OF CONCRETE, ONE (1) BEAM IN THE A.M. & ONE (1) BEAM IN THE P.M.
6. CYLINDERS AND BEAMS SHALL BE TAKEN BY A QUALIFIED TESTING LAB.
7. A BEAM IS TO BE TESTED AT SEVEN (7) DAYS CURING PERIOD. NO TRAFFIC SHALL BE PERMITTED ON THE NEWLY PLACED CONCRETE UNLESS THE SEVEN (7) DAY BEAM BREAK IS AT LEAST 600 PSI FLEXURAL STRENGTH.
8. ALL CONCRETE IS TO BE ODOT CLASS ”QC-1” 4000 PSI WITH 7% AIR ENTRAINMENT, PLUS OR MINUS 2%.
9. ALL CONCRETE POURED FOR THE INSTALLATION OF ANY PUBLICLY DEDICATED (FUTURE OR PRESENT) STREET SHALL BE POURED BY AN AGITATING HAUL UNIT. NON-AGITATING HAUL UNITS (DUMP TRUCKS, ETC.) SHALL NOT BE USED FOR THE DELIVERY OF CONCRETE FROM A BATCH PLANT. A CONCRETE BATCH TICKET SHALL BE DELIVERED TO THE SITE INSPECTOR, SERVICE DIRECTOR, OR CITY ENGINEER WITH EACH LOAD OF CONCRETE DELIVERED FOR USE ON THE PROJECT.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
TYPICAL INTERSECTION	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-8	61-24	5/29/24

JOINT LEGEND

- C = CONTRACTION JOINT
- E = EXPANSION JOINT
- L = LONGITUDINAL JOINT
- K = CONSTRUCTION JOINT

TYPICAL INTERSECTION AND CUL-DE-SAC PLAN



SCHEDULE OF MINIMUM DIMENSIONS

	INDUSTRIAL	RESIDENTIAL
A	86'	67'
B	60'	50'
C	44'	30'
D	26'	17'
E	44'	40'
F	26'	17'
G	80'	60'
H	28'	26'

NOTES:

ALL CATCH BASINS AND MANHOLES SHALL BE SEPARATED FROM THE PAVEMENT AND CURB BY BOXING-OUT.

ALL PAVEMENT JOINTS TO RUN FROM BACK OF TO BACK OF CURB.

TO PERMIT JOINT ON CENTERLINE OF CATCH BASINS AND MANHOLES, ADJUST ONE OR MORE PANELS ON EITHER SIDE OF OPENINGS.

CONSTRUCT EXPANSION JOINTS AT ALL P.C.'S, P.T.'S, EXISTING CONSTRUCTION JOINTS AND AT CHANGES IN WIDTH OF PAVEMENT. HOWEVER, EXPANSION JOINTS IN CONFLICT WITH MONUMENT BOX LOCATIONS MAY BE SHIFTED A MINIMUM OF FIVE (5) FEET IN EITHER DIRECTION. SLEEPER SLABS MAY ALSO BE PERMITTED AT EXPANSION JOINT AREAS (SEE SHEET P-2)

TEMPORARY CUL-DE-SAC NOTES:

PAVED TEMPORARY CUL-DE-SACS, CONFORMING TO THE DIMENSIONAL REQUIREMENTS OF PAVED CUL-DE-SACS, SHALL BE PROVIDED IN CASES WHERE THE PROPOSED TEMPORARY TERMINUS OF A ROADWAY IS 150 FEET IN LENGTH OR LONGER.

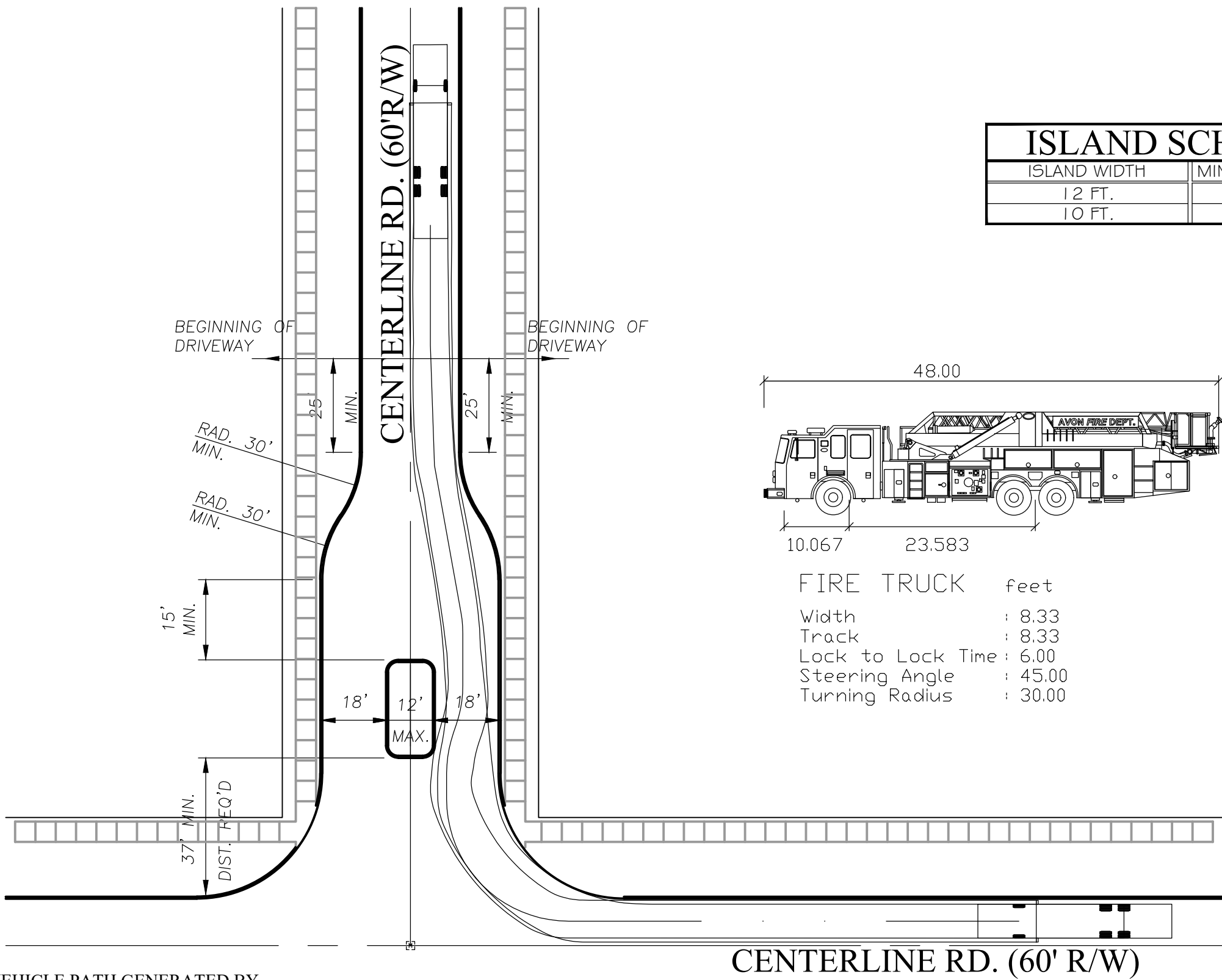
TEMPORARY CUL-DE-SACS SHALL BE PLACED WITHIN THE DEDICATED RIGHT-OF-WAY. THE DIAMETER SHALL MATCH THE DEDICATED RIGHT-OF-WAY DIMENSION FOR CITY OF AVON CODIFIED ORDINANCE 1246.04 A-B.

PAVEMENT SECTIONS ARE AS FOLLOWS:

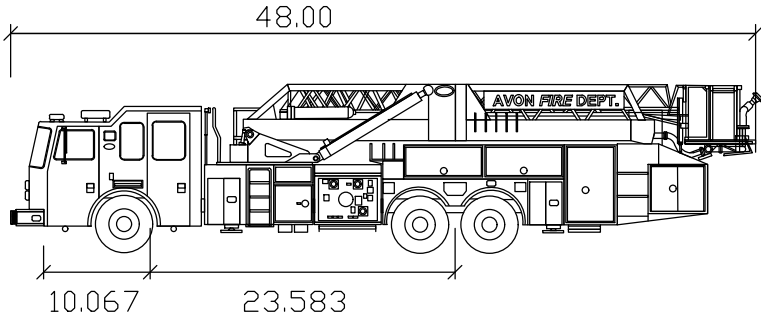
A) CASE #1 – TERMINUS LESS THAN 600 FT., AS MEASURED FROM THE P.I.
4" COMPACTED 304 LIMESTONE
2-1/2" OF 448 TYPE 1

B) CASE #2 – TERMINUS GREATER THAN 600 FT., AS MEASURED FROM THE P.I.
CONCRETE PAVEMENT STANDARDS TO BE FOLLOWED.
ASPHALT MAY BE USED IF AN APPROVED DEVELOPER'S AGREEMENT EXISTS FOR A SUBSEQUENT PHASE OF DEVELOPMENT THAT ENCOMPASSES THE LOCATION OF THE TEMPORARY CUL-DE-SAC.

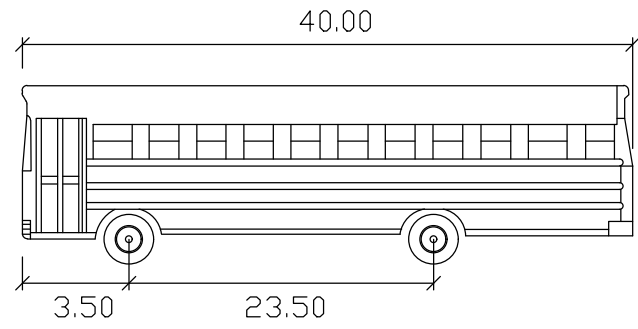
CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
INTERSECTION AND CUL-DE-SAC DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-9	61-24	5/29/24



ISLAND SCHEDULE	
ISLAND WIDTH	MIN. PAVEMENT WIDTH
12 FT.	18 FT.
10 FT.	16 FT.



FIRE TRUCK feet
Width : 8.33
Track : 8.33
Lock to Lock Time : 6.00
Steering Angle : 45.00
Turning Radius : 30.00



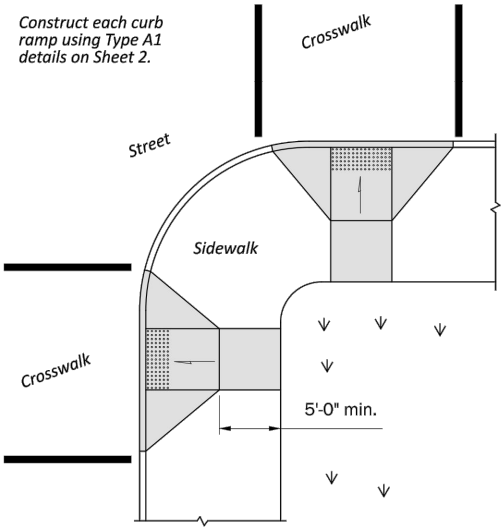
School Bus feet
Width : 8.50
Track : 7.50
Lock to Lock Time : 6.00
Steering Angle : 38.40

VEHICLE PATH GENERATED BY
AUTODESK VEHICLE TRACKING VERSION 2022.1

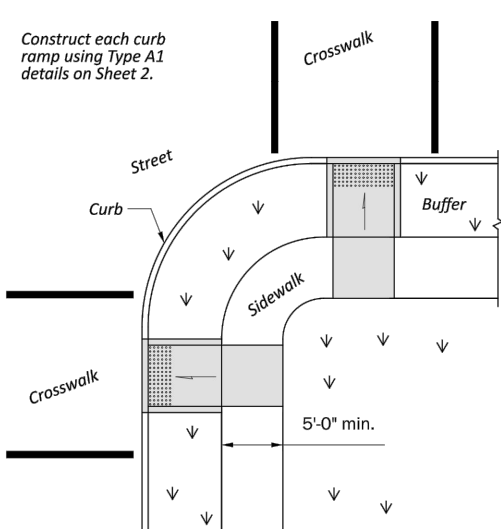
NOTES:

- 1.) VEHICLE PATH GENERATED BY AUTOTURN VERSION 4.1 OR LATER BY TRANSOFT SOLUTIONS, OR EQUAL APPROVED BY THE CITY ENGINEER.
- 2.) VEHICLE PATH SHOWN IS PROVIDED AS AN EXAMPLE ONLY. ALL TURNING MOVEMENTS IN AND OUT OF A PROPOSED ROADWAY OR DEVELOPMENT MUST BE MODELED AND FOUND ACCEPTABLE BY THE AVON FIRE CHIEF.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
TYPICAL ENTRY/EXIT AND ISLAND SETBACK	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-10	61-24	5/29/24

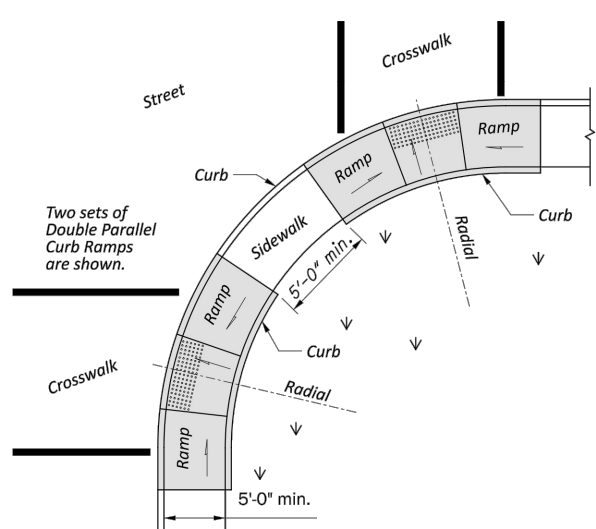


Use curb ramps with flared sides at locations with wide sidewalks.



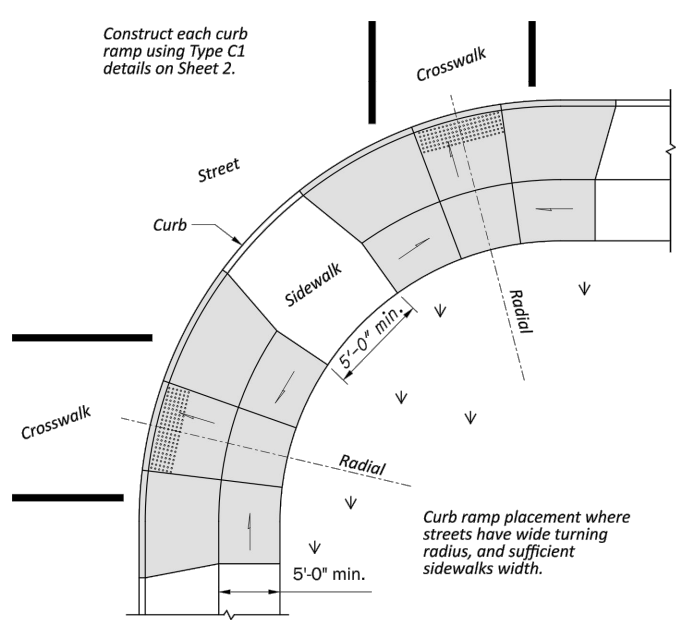
Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.

PERPENDICULAR CURB RAMPS

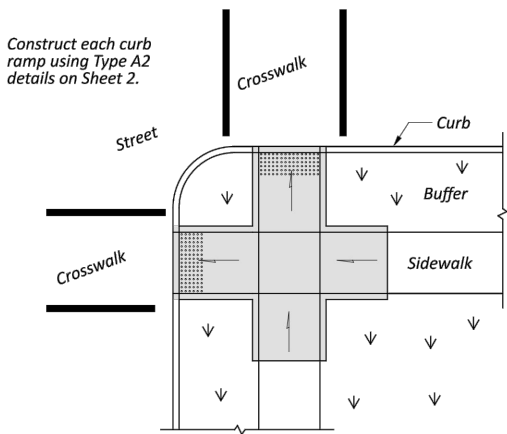


Place on streets having wide turning radius and where sidewalks are narrow.

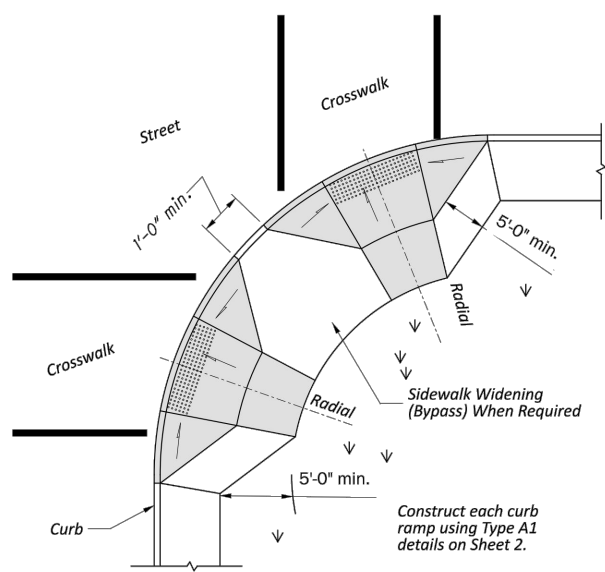
PARALLEL CURB RAMPS



COMBINATION CURB RAMPS

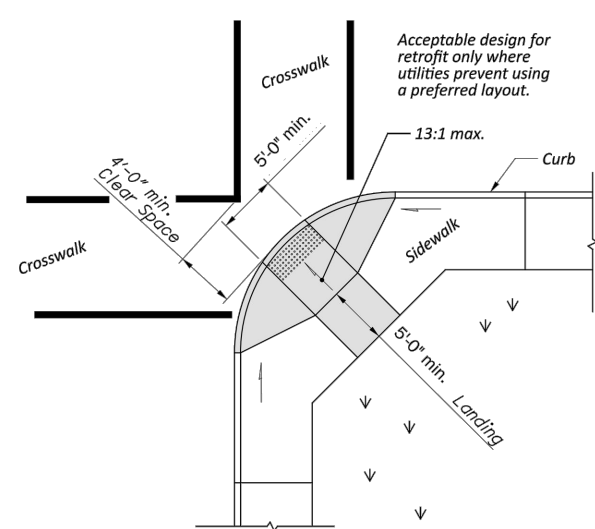


PREFERRED CONSTRUCTION PLACEMENT



Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.

PERPENDICULAR RAMPS



Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0".

DIAGONAL RAMP (Type D)

NOTES

GENERAL: This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.

Curb ramp types are shown on Sheet 2 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown on the project plans.

Curb ramps added to an existing intersection or walk should be individually detailed on the project plans to assure that the design is appropriate for site constraints and all items can be constructed to ADA standards. The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.

PAYMENT: Measure and pay for the ramp area within the shaded limits of this drawing as Item 608 Curb Ramp, Square Foot. This includes the cost of any curb or curb and gutter, detectable warnings, landing areas and any additional materials, installation, grading, forming, and finishing required within the shaded area.

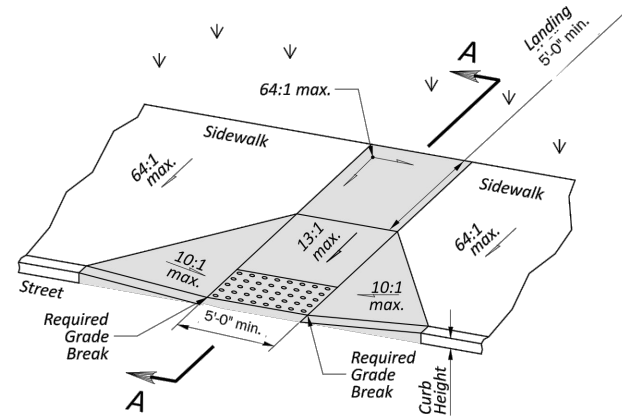
Work beyond the shaded ramp/landing area is paid for as curb (609) and walk (608). Removal of existing curb, walk (or existing curb ramps) are paid under Item 202.

For at-grade crossing locations where only detectable warnings are required in order to achieve ADA compliance, measure and pay for the strip of detectable warnings as Item 608 Detectable Warning, Square Foot. The work to cast the tiles in place will also require removal of existing pavement (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.

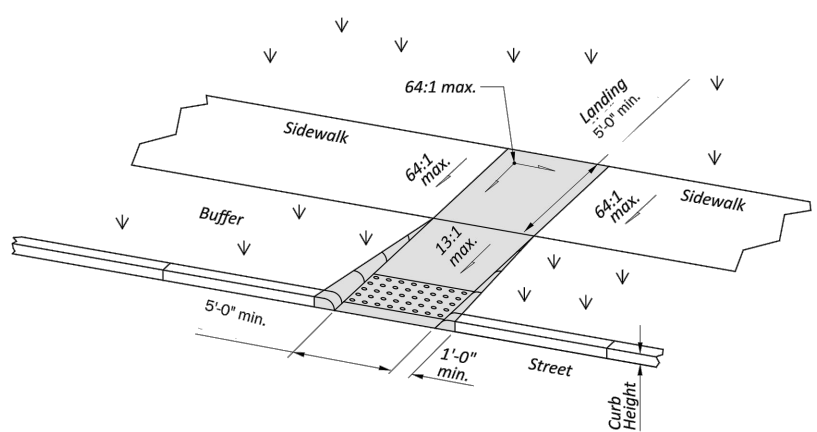
ACCEPTABLE CONSTRUCTION PLACEMENT

NOTE: MOST CURRENT ODOT VERSION TO BE USED AT TIME OF CONSTRUCTION.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
CURB RAMP DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-11	61-24	5/29/24
		SHEET 1 OF 4

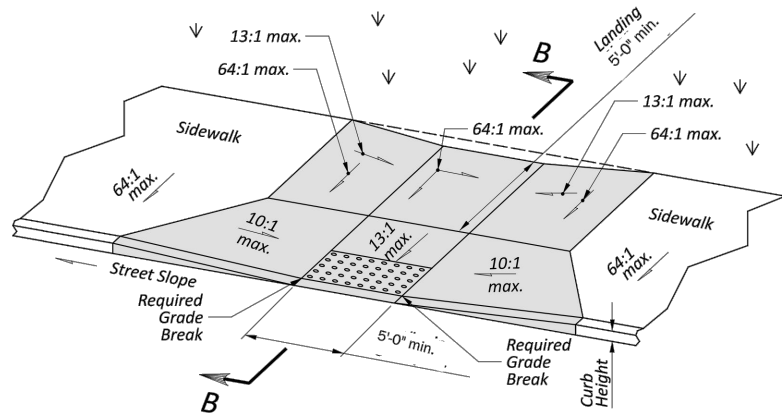


Type A1 (Perpendicular with flared sides)

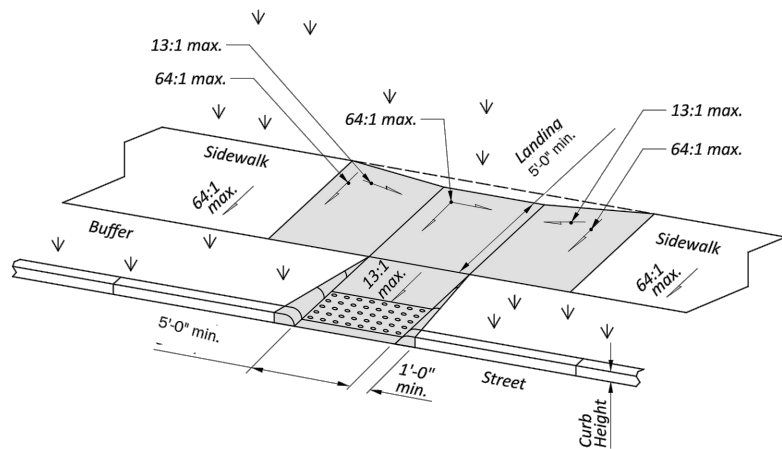


Type A2 (Perpendicular with returned curb)

PERPENDICULAR CURB RAMP DETAILS

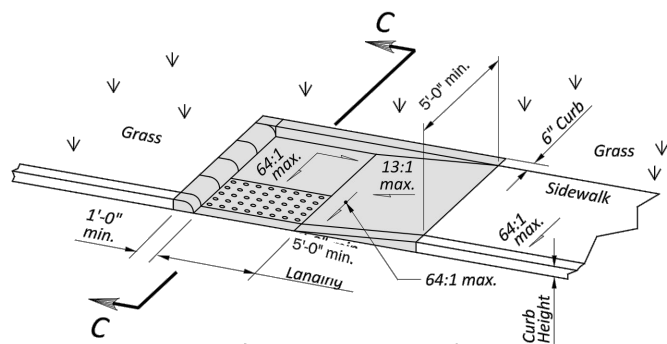


Type C1 (Combined with flared sides)

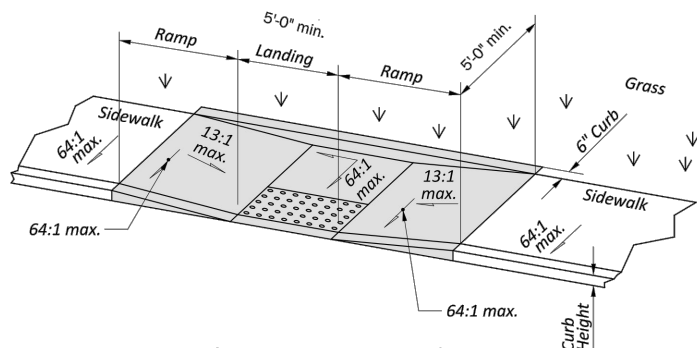


Type C2 (Combined with returned curb)

COMBINED CURB RAMP DETAILS

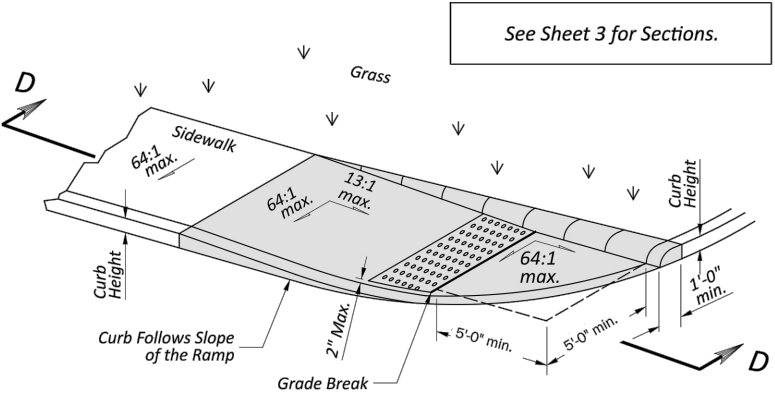


Type B1 (Single sided Parallel)



Type B2 (Double sided Parallel)

PARALLEL CURB RAMP DETAILS



Type B3 (Single sided Parallel)

NOTES CONTINUED

The running slope of the curb ramp shall be a 13:1 maximum or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be reduced as follows:

- A) 10:1 for a max. rise of 6",
- B) 8:1 for a max. rise of 3",
- C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the shaded curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

Ramp landings shall be 5' min. x 5' min. with a 64:1 or flatter cross slope and running slope.

Provide 24" wide level strip if the algebraic difference between the ramp slope and the street exceeds 11%.

DETECTABLE WARNINGS: Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 3. Install these proprietary products as per manufacturer's written instructions.

BLENDED TRANSITIONS: Blended Transitions do not require a landing since the slopes shall not exceed 5%.

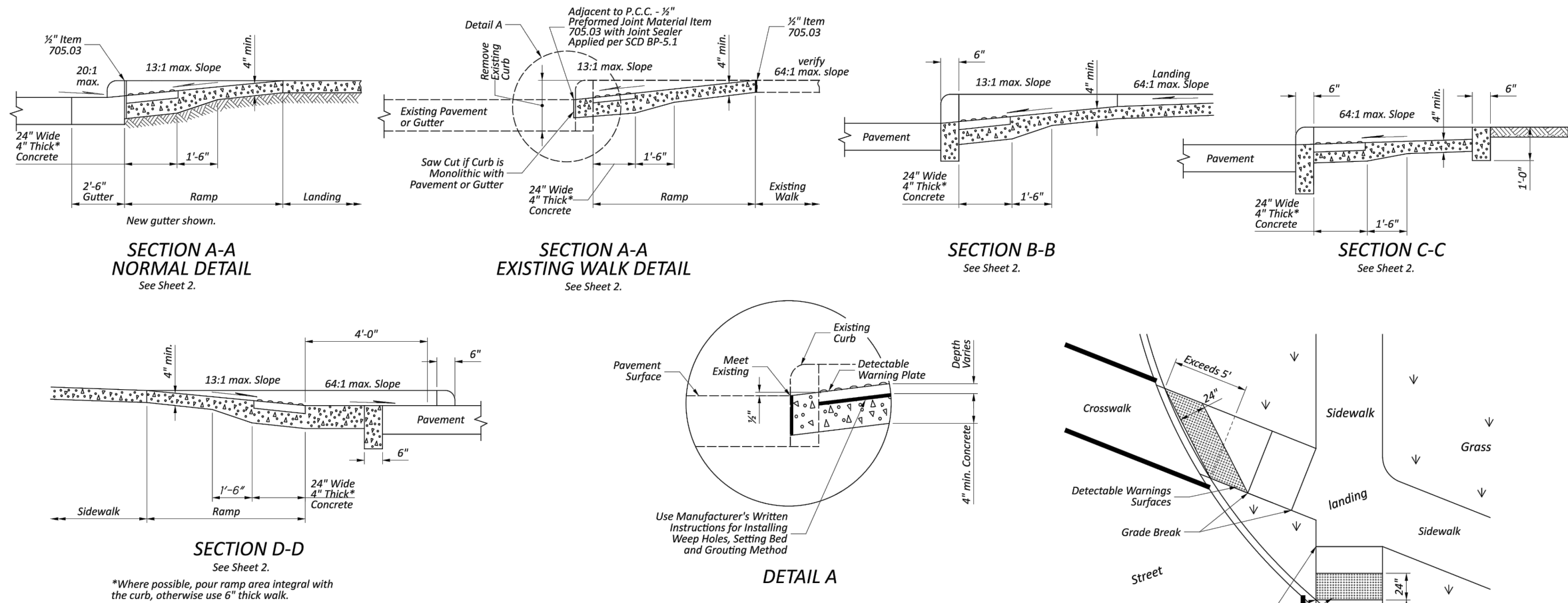
DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding 1/8" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

SURFACE TEXTURE: Texture concrete surfaces by coarse brooming transverse to the ramp slopes to be rougher than the adjacent walk.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

NOTE: MOST CURRENT ODOT VERSION TO BE USED AT TIME OF CONSTRUCTION.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
CURB RAMP DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-11	61-24	5/29/24
		SHEET 2 OF 4



DETECTABLE WARNINGS NOTES

GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

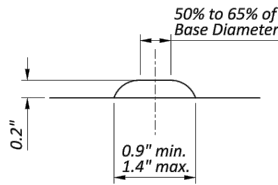
PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 1.

Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 2". Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius.

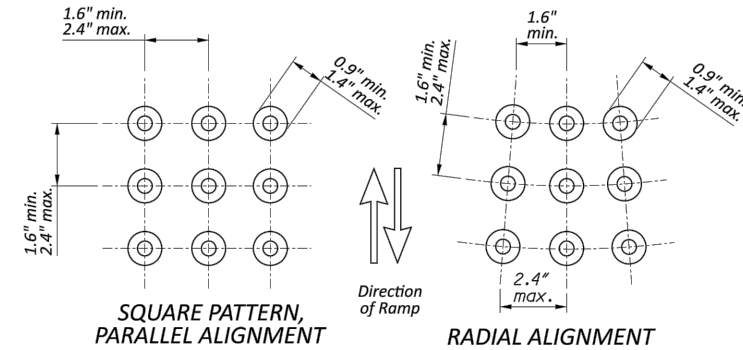
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail to direct pedestrians toward the landing. Normally the detectable warnings should be flush with the back of the curb, but for skewed conditions see DETECTABLE WARNING ALIGNMENT Detail. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



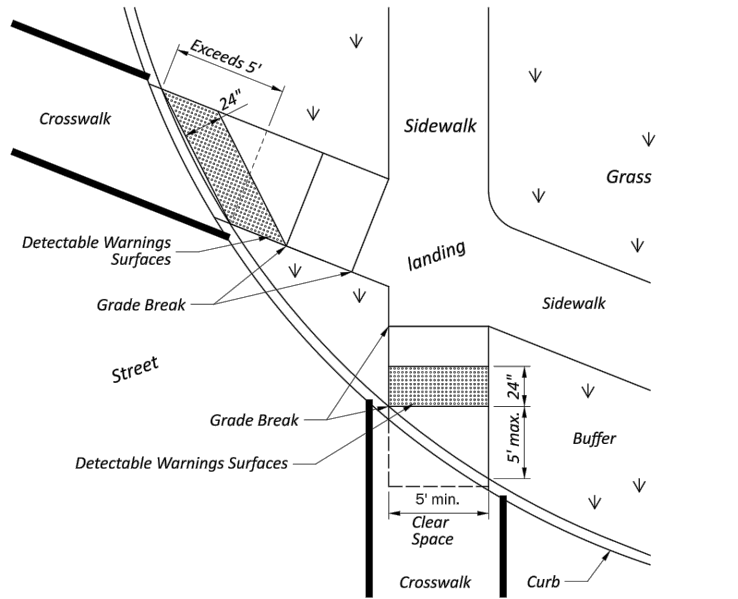
HEIGHT AND DIAMETER



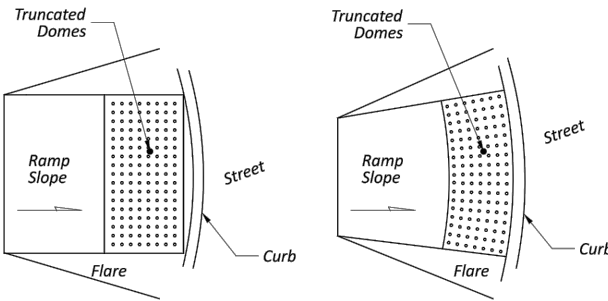
SQUARE PATTERN,
PARALLEL ALIGNMENT

RADIAL ALIGNMENT

TRUNCATED DOMES DETAILS



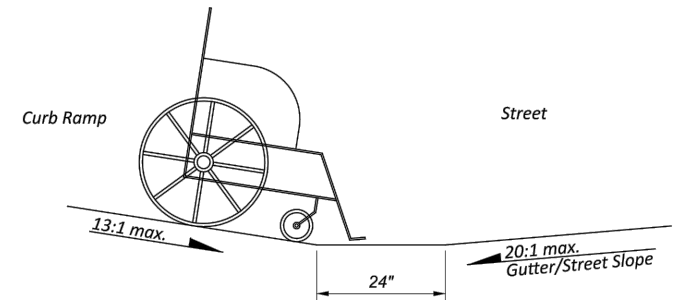
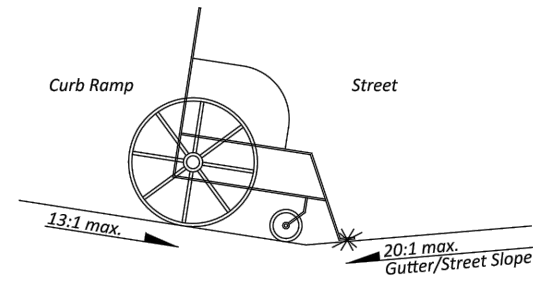
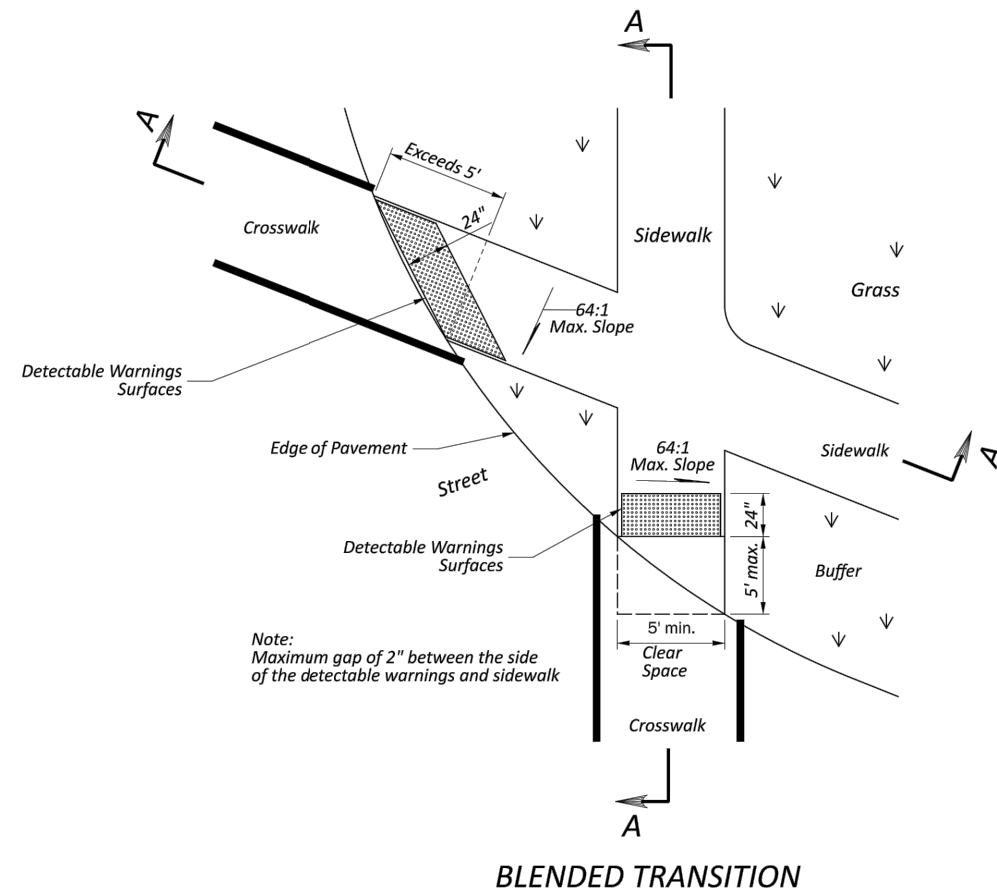
DETECTABLE WARNING ALIGNMENT
FOR DIRECTIONAL CURB RAMPs



DOMe ALIGNMENT ON RADIUSED CURB

NOTE: MOST CURRENT ODOT VERSION TO BE USED AT TIME OF CONSTRUCTION.

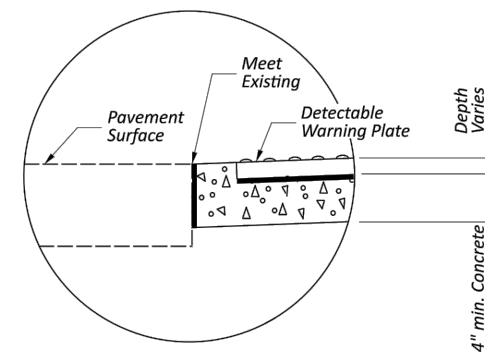
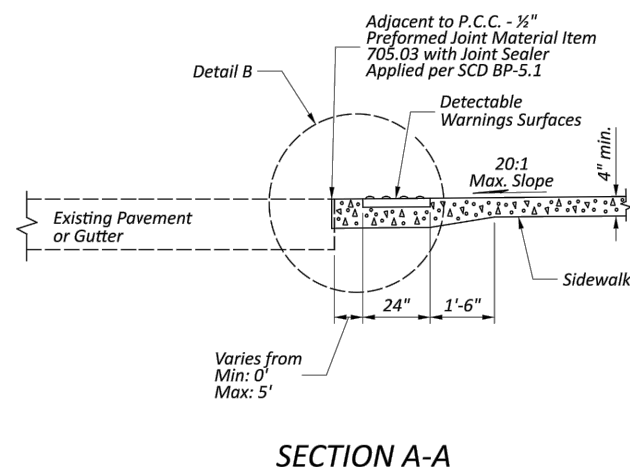
CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
CURB RAMP DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-11	61-24	5/29/24
		SHEET 3 OF 4



Algebraic difference greater than 11% is not permitted

Provide 24 inch level strip if algebraic difference exceeds 11%

ALGEBRAIC GRADE DIFFERENCE DETAIL

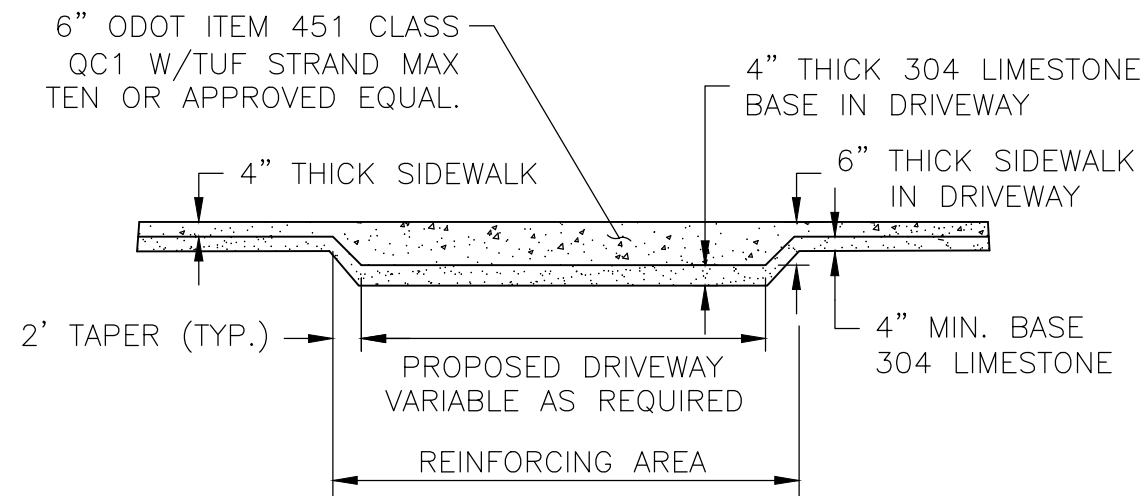
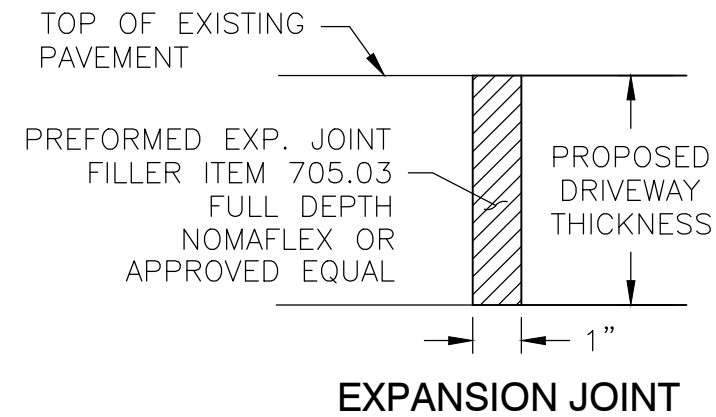


NOTE: MOST CURRENT ODOT VERSION TO BE USED AT TIME OF CONSTRUCTION.

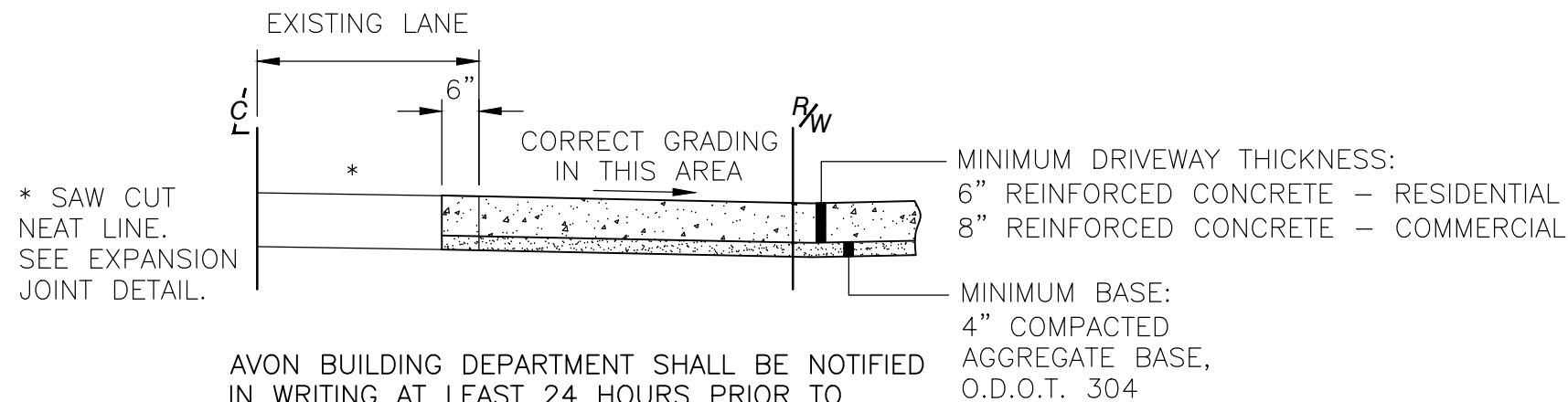
CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
CURB RAMP DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-11	61-24	5/29/24
		SHEET 4 OF 4

SIDEWALK WIDTHS BY ZONING DISTRICT

RESIDENTIAL 5' (R1 & R2)
 COMMERCIAL 5' (R3, M1, O1, O2, C1, C3 & C4)
 FRENCH CREEK DISTRICT 6' (C2)
 *PER CODIFIED ORDINANCE 1246.05



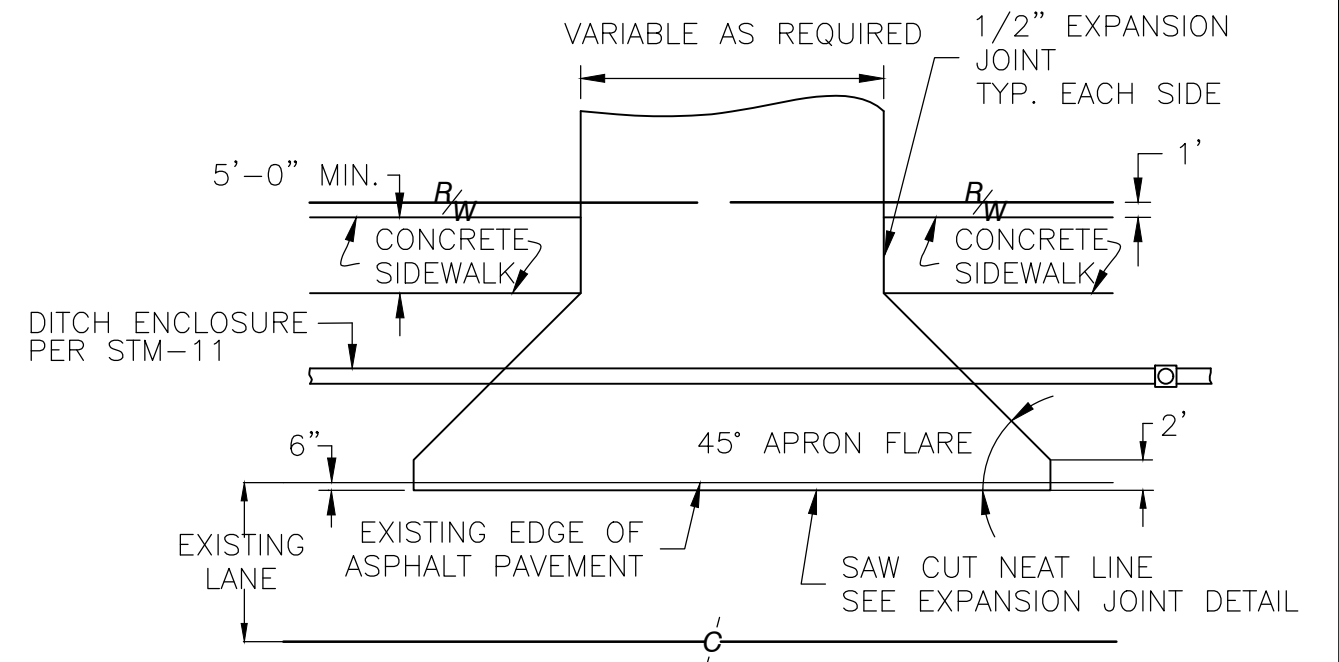
PROPOSED DRIVEWAY CROSS-SECTION



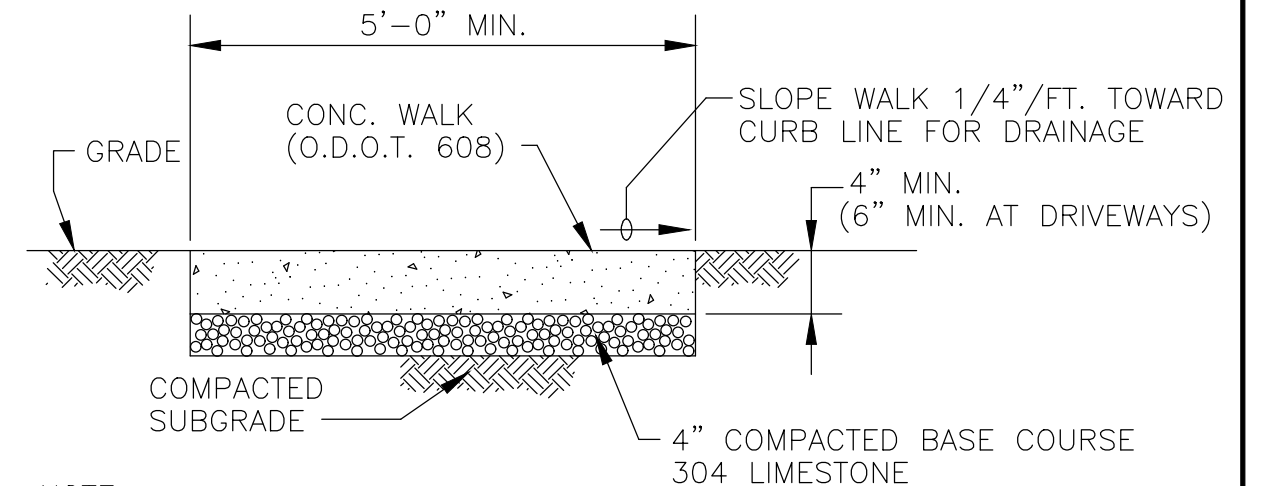
AVON BUILDING DEPARTMENT SHALL BE NOTIFIED
 IN WRITING AT LEAST 24 HOURS PRIOR TO
 PLACEMENT OF CONCRETE TO ALLOW
 SCHEDULING FOR CITY INSPECTION.

PROPOSED DRIVEWAY PROFILE

NOTE:
 FULL DEPTH, 1/2" EXPANSION JOINT FILLER SHALL
 BE PROVIDED ONCE EVERY 50 LINEAL FEET OF WALK



PROPOSED DRIVEWAY PLAN VIEW



NOTE:

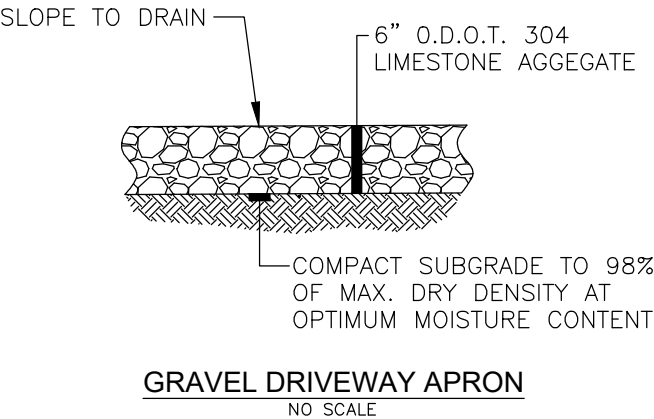
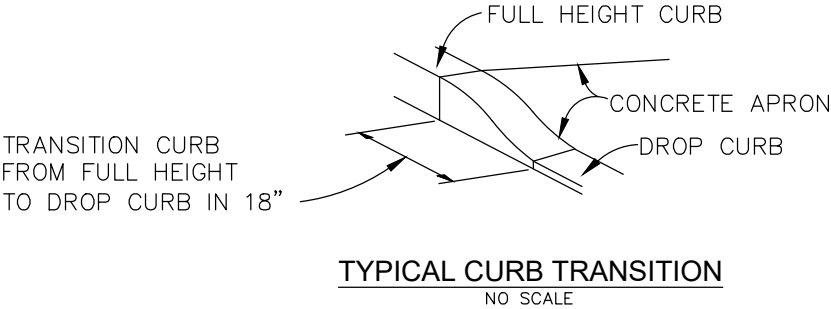
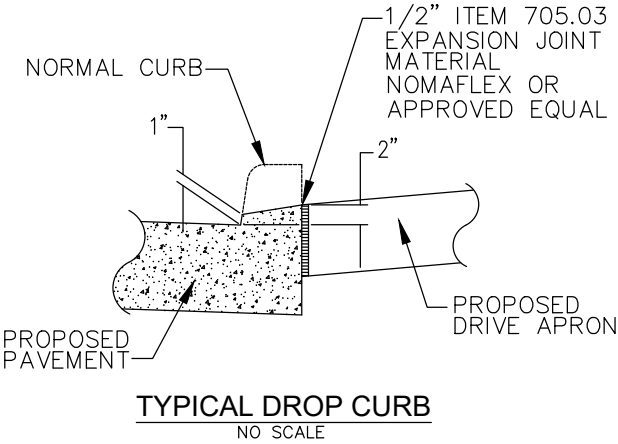
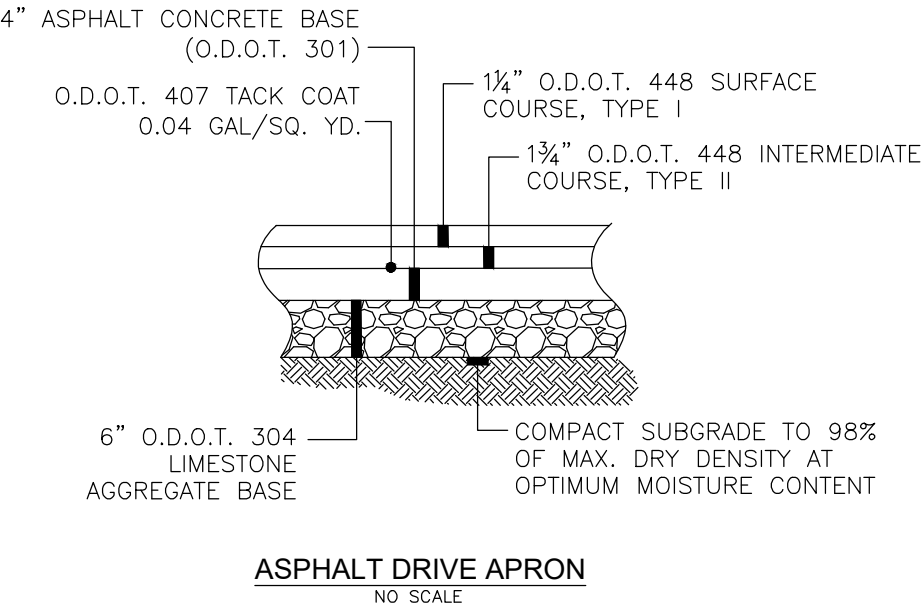
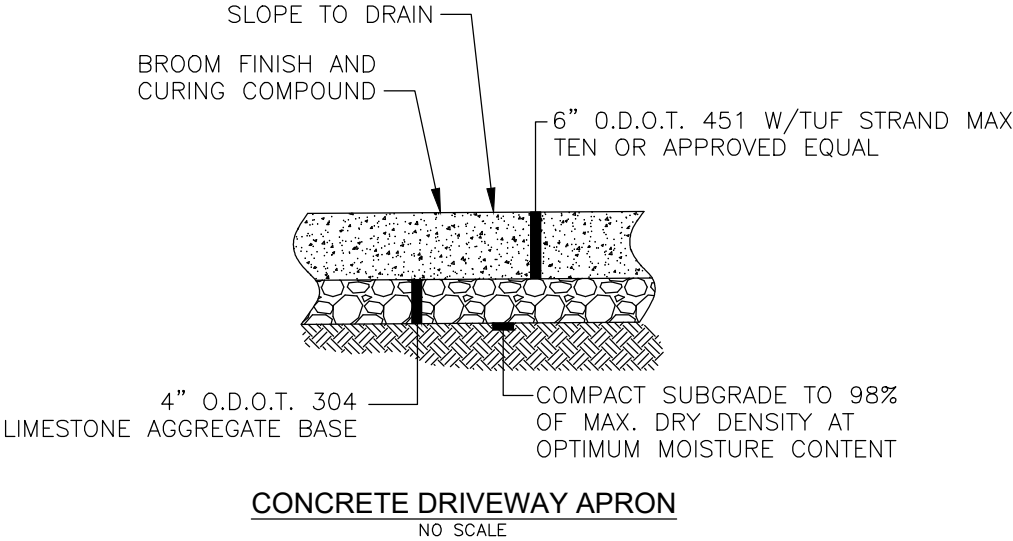
- 1.) FULL DEPTH, 1/2" EXPANSION JOINT FILLER SHALL
 BE PROVIDED ONCE EVERY 50 LINEAL FEET OF WALK.
- 2.) FIBROUS REINFORCING PER DRIVEWAY CROSS-SECTION
 IN DRIVEWAY AREA ONLY.
- 3.) TROWELED JOINT SHALL BE PROVIDED EVERY 5'.

CONCRETE WALK DETAIL

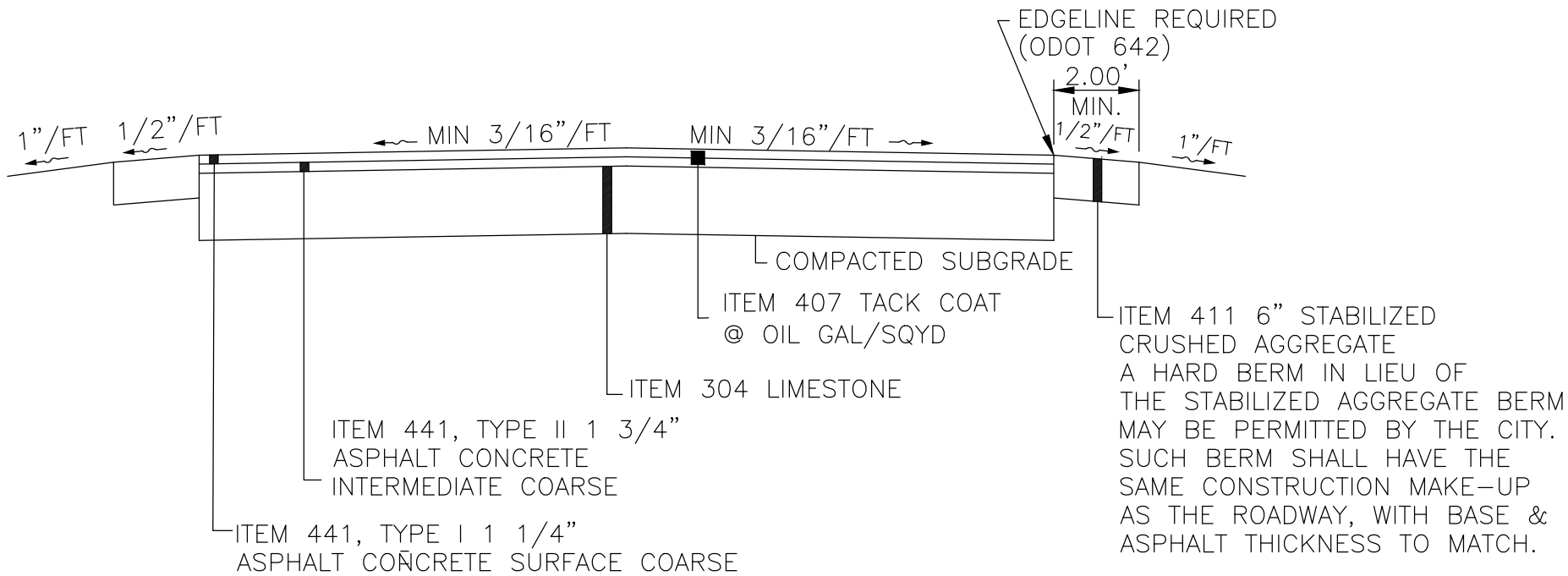
CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
CONCRETE DRIVEWAY & SIDEWALK CONSTRUCTION DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-12	61-24	5/29/24

CONCRETE DRIVEWAY NOTES

- USE QC-1 4000 P.S.I. @ 28 DAYS WITH 7 ±2% AIR ENTRAINMENT
- APPLY O.D.O.T. 451.10 CURING COMPOUND TO CONCRETE SURFACE A.S.A.P.
- SAW ALL JOINTS AS SOON AS SAW CAN BE PUT ON PAVEMENT WITHOUT CHIPPING OF SAWCUTS.
- SEAL ALL JOINTS (INCLUDING TOP OF EXPANSION JOINTS) WITH 1” MIN. DEPTH O.D.O.T. 705.04 JOINT SEALER.



CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
RESIDENTIAL DRIVE APRONS	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-13	61-24	5/29/24



TYPICAL ASPHALTIC CONCRETE PAVEMENT CROSS-SECTION

REFERENCES

AASHTO – AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
ODOT – OHIO DEPARTMENT OF TRANSPORTATION
* CONSTRUCTION AND MATERIAL SPECIFICATION
* LOCATION AND DESIGN MANUAL
ASTM – AMERICAN SOCIETY FOR TESTING MATERIALS
AI – ASPHALT INSTITUTE

MINIMUM ASPHALT DESIGN REQUIREMENTS

REGULAR DUTY (TRUCK TRAFFIC LESS THAN 70,000 LBS)
6" O.D.O.T. 304 LESTONE
6" O.D.O.T. 301 ASPHALT (IN 2 LIFTS)
1 3/4" O.D.O.T. 441 TYPE II INTERMEDIATE COURSE
1 1/4" O.D.O.T. 441 TYPE I SURFACE COURSE

HEAVY DUTY
6" O.D.O.T. 304 LESTONE
8" O.D.O.T. 301 ASPHALT (IN 2 LIFTS)
1 3/4" O.D.O.T. 441 TYPE II INTERMEDIATE COURSE
1 1/4" O.D.O.T. 441 TYPE I SURFACE COURSE

NOTES:

NEW ASPHALT PAVEMENT

- 1) ALL NEW ASPHALT CONCRETE PAVEMENT SHALL BE DESIGNED BY OR UNDER THE SUPERVISION OF A QUALIFIED ENGINEER, EMPLOYING THE DESIGN PARAMETERS OUTLINED IN THE MOST RECENT ISSUE OF THE AASHTO PAVEMENT DESIGN GUIDES AND ODOT ROADWAY DESIGN MANUAL. VOLUME ONE.

TACK COAT (ODOT 407)

- 2) TACK COAT SHALL BE REQUIRED BETWEEN PAVEMENT LAYERS OF 301, 441 TYPE II & 441 TYPE I.

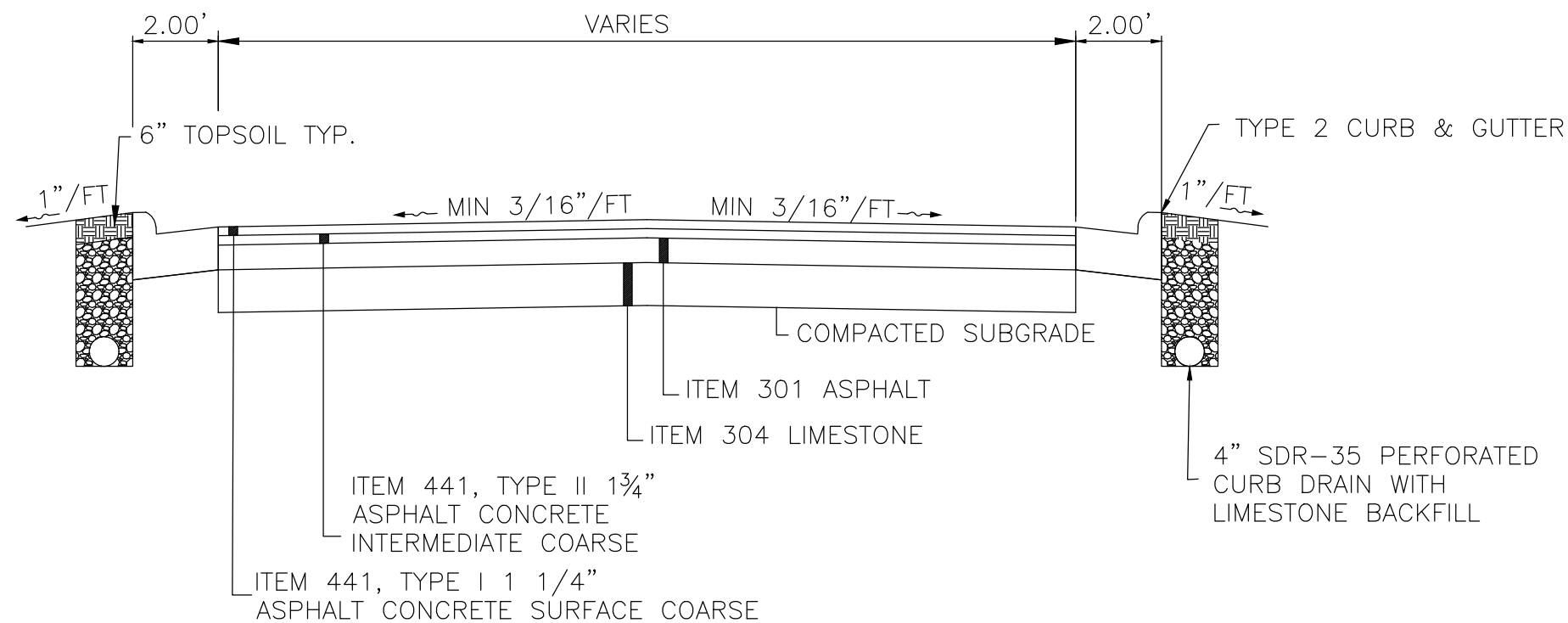
ASPHALTIC CONCRETE REHABILITATION

THE FOLLOWING PROCEDURES MAY BE USED FOR THE REHABILITATION OF EXISTING ASPHALTIC PAVEMENTS. THE SELECTION OF THE TYPE OF REHABILITATION IS OFTEN INFLUENCED BY ECONOMICS, BUT A DESIGN ANALYSIS SHOULD BE PERFORMED BY A QUALIFIED ENGINEER WHO SHALL MAKE A RECOMMENDATION BASED ON THE CONDITION OF EXISTING PAVEMENT AND BASE, TRAFFIC LOADING PATTERNS, AND A LIFE-CYCLE COST ANALYSIS. A MATERIAL, CONSTRUCTION AND PERFORMANCE SPECIFICATION SHALL BE PREPARED BY THE ENGINEER.

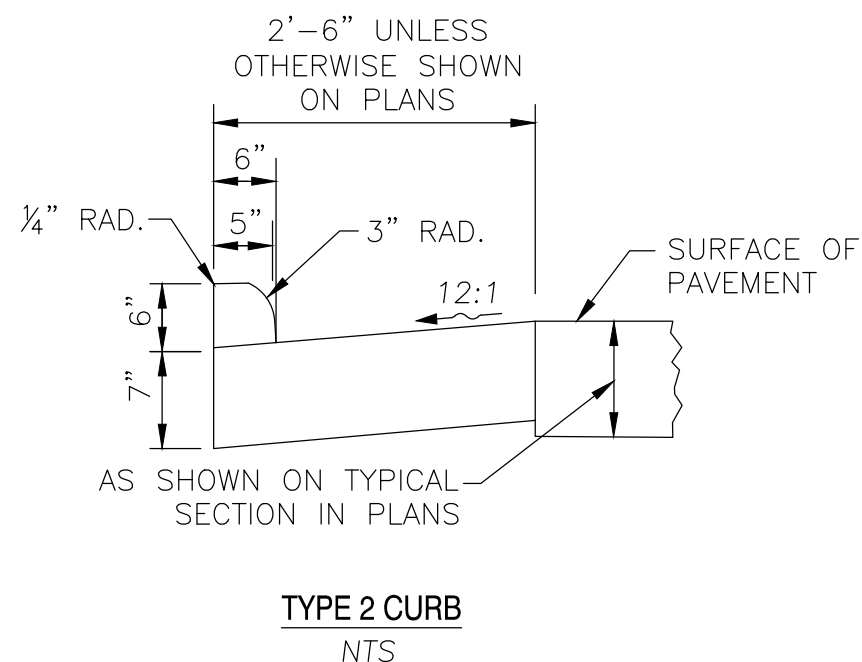
- * PAVEMENT OVERLAY
- * PAVEMENT PLANNING W/ PAVEMENT OVERLAY
- * ASPHALT PAVEMENT RECYCLING
 - A. PULVAMIXING
 - B. SINGLE-PASS RECYCLING

NOTE: AN INDEPENDENT TESTING LABORATORY SHOULD BE EMPLOYED TO ANALYZE THE EXISTING PAVEMENT MIX AND RECOMMEND THE FINAL MIX DESIGN.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
ASPHALT PAVEMENT DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-14	61-24	5/29/24



**TYPICAL ASPHALTIC CONCRETE PAVEMENT
WITH CONCRETE CURB & GUTTER**



MINIMUM ASPHALT DESIGN REQUIREMENTS

REGULAR DUTY (TRUCK TRAFFIC LESS THAN 70,000 LBS)

- 6" O.D.O.T. 304 LIMESTONE
- 6" O.D.O.T. 301 ASPHALT (IN 2 LIFTS)
- 1 3/4" O.D.O.T. 441 TYPE II INTERMEDIATE COURSE
- 1 1/4" O.D.O.T. 441 TYPE I SURFACE COURSE

HEAVY DUTY

- 6" O.D.O.T. 304 LIMESTONE
- 8" O.D.O.T. 301 ASPHALT (IN 2 LIFTS)
- 1 3/4" O.D.O.T. 441 TYPE II INTERMEDIATE COURSE
- 1 1/4" O.D.O.T. 441 TYPE I SURFACE COURSE

NOTES:

NEW ASPHALT PAVEMENT

- 1) ALL NEW ASPHALT CONCRETE PAVEMENT SHALL BE DESIGNED BY OR UNDER THE SUPERVISION OF A QUALIFIED ENGINEER, EMPLOYING THE DESIGN PARAMETERS OUTLINED IN THE MOST RECENT ISSUE OF THE AASHTO PAVEMENT DESIGN GUIDES AND ODOT ROADWAY DESIGN MANUAL. VOLUME ONE.

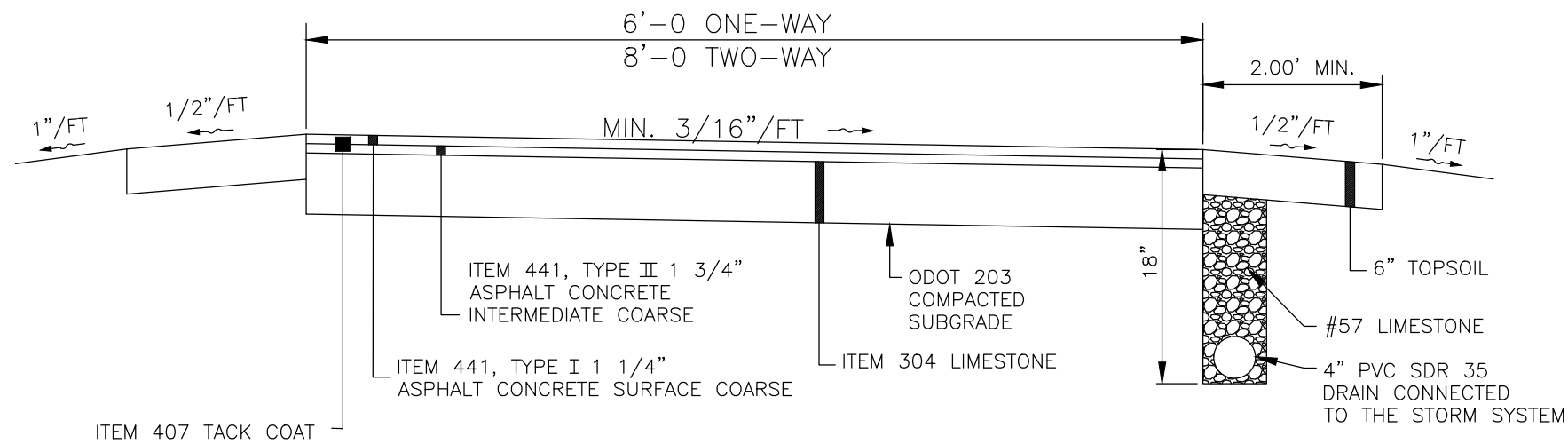
TACK COAT (ODOT 407)

- 2) TACK COAT SHALL BE REQUIRED BETWEEN PAVEMENT LAYERS OF 301, 441 TYPE II & 441 TYPE I.

REFERENCES

- AASHTO — AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
- ODOT — OHIO DEPARTMENT OF TRANSPORTATION
- * CONSTRUCTION AND MATERIAL SPECIFICATION
- * LOCATION AND DESIGN MANUAL
- ASTM — AMERICAN SOCIETY FOR TESTING MATERIALS
- AI — ASPHALT INSTITUTE

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
ASPHALT PAVEMENT DETAIL WITH CONCRETE CURB & GUTTER	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-15	61-24	5/29/24



TYPICAL WALK, BICYCLE & CARTPATH CROSS-SECTION

ASPHALT DESIGNS
 LIGHT DUTY – (WALKWAY, BIKEWAY AND CARTPATH)
 7" O.D.O.T. #304 LIMESTONE (COMPACTED IN TWO LIFTS)
 1 3/4" O.D.O.T. #441 TYPE II ASPHALT CONCRETE INTERMEDIATE COARSE
 1 1/4" O.D.O.T. #441 TYPE I ASPHALT CONCRETE SURFACE COARSE

NOTE:
 TACK COAT (ODOT 407)
 TACK COAT SHALL BE REQUIRED BETWEEN PAVEMENT LAYERS OF
 441 TYPE II & 441 TYPE I.

WALK, BICYCLE & CARTPATHS
 DESIGN AND CONSTRUCTION OF BICYCLE FACILITIES SHOULD BE
 CONSIDERED CAREFULLY TO ACCOUNT FOR UNIQUE VERTICAL AND
 HORIZONTAL ALIGNMENT REQUIREMENTS, AS WELL AS UNIQUE
 TRAFFIC CONTROL AND SURFACE REQUIREMENTS. THE GUIDELINES
 PRESENTED IN THE LATEST PUBLICATION: "GUIDE FOR THE
 DEVELOPMENT OF BICYCLE FACILITIES" BY AASHTO, SHALL BE
 USED AS A DESIGN REFERENCE.

NOTES:
 1) CART PATHS, WALKING PATHS & BICYCLE PATHS
 REQUIRED WIDTH IS 8'
 REQUIRED WIDTH IN R-1 & R-2 ZONED AREAS IS 6'
 –MATERIAL SHALL BE ASPHALT (PREFERRED)
 –IN R-1 & R-2 ZONED AREAS ONLY
 CONCRETE WILL BE CONSIDERED/REVIEWED
 2) COMPACTED SUBGRADE SHALL COMPLY WITH ODOT ITEM 203
 UNLESS ALTERNATE METHOD IS APPROVED BY THE CITY
 ENGINEER. PROOF ROLL IS REQUIRED. MINIMUM 40,000 LBS.

REFERENCES

AASHTO – AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
 ODOT – OHIO DEPARTMENT OF TRANSPORTATION
 * CONSTRUCTION AND MATERIAL SPECIFICATION
 * LOCATION AND DESIGN MANUAL

ASTM – AMERICAN SOCIETY FOR TESTING MATERIALS
 AI – ASPHALT INSTITUTE

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
WALK, BICYCLE CARTPATH DETAIL	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-16	61-24	5/29/24

STREET SIGN SPECIFICATIONS

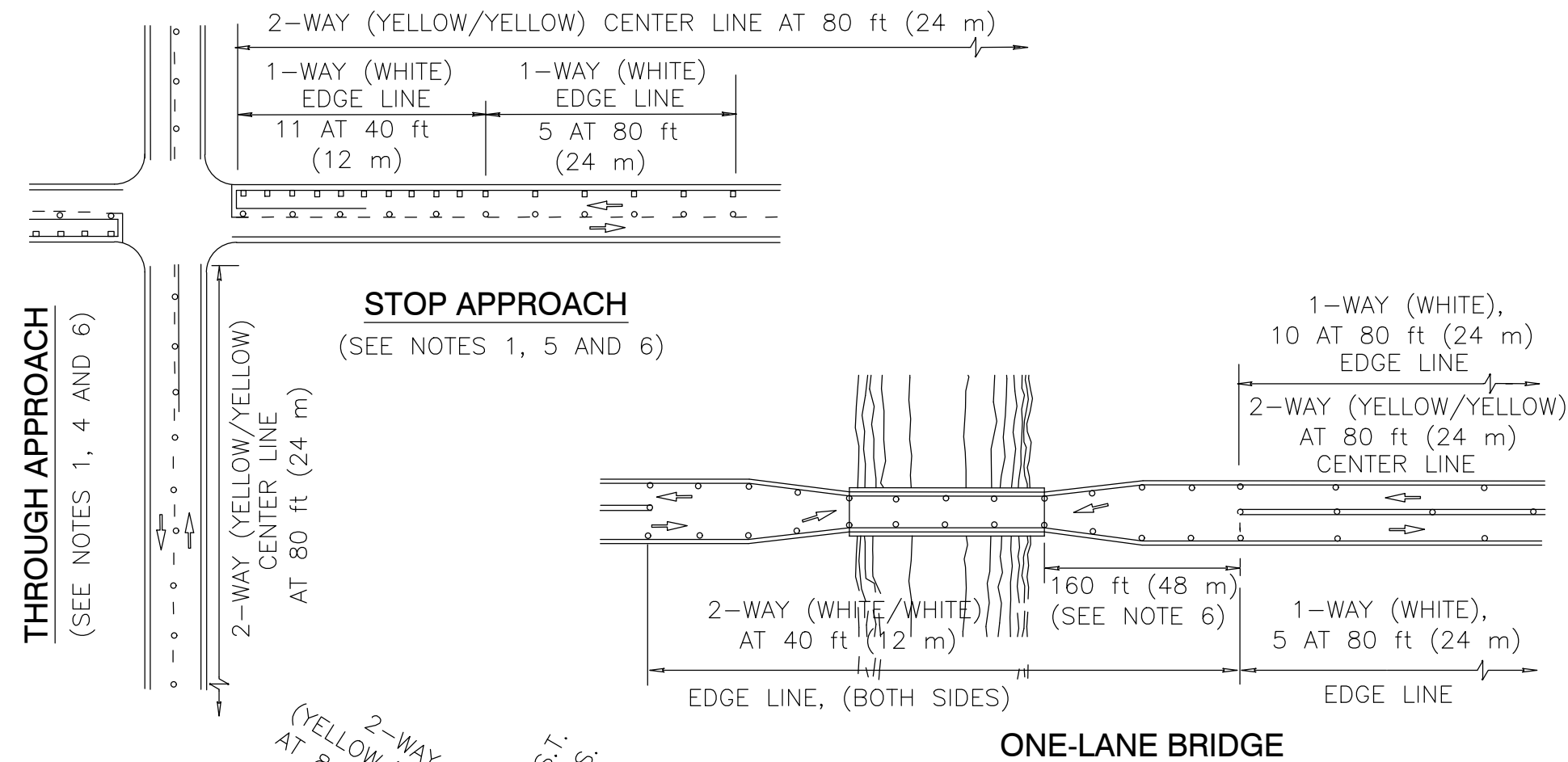
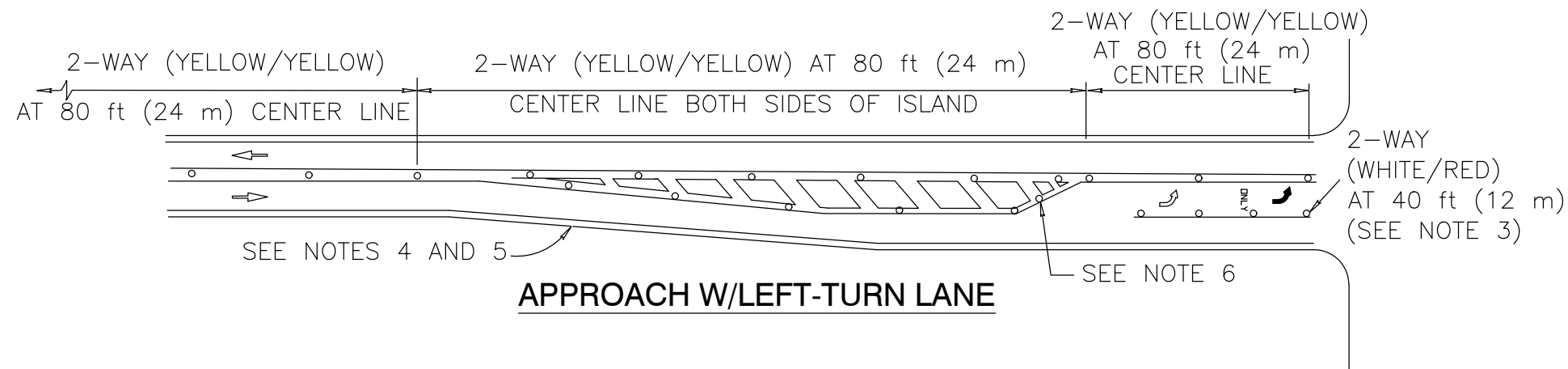
- 1) GENERAL: ALL SIGNING MATERIALS SHALL MEET THE LATEST VERSIONS OF THE “OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES”, ODOT’S “CONSTRUCTION AND MATERIAL SPECIFICATIONS” AND ODOT’S “STANDARD CONSTRUCTION DRAWINGS”.
- 2) STREET NAME SIGNS: FOR GROUND MOUNTED STREET NAME SIGNS NOT AT INTERSECTIONS OF MULTI-LANE ROADS WITH SPEED LIMIT OF 40 MPH OR LESS, STREET NAME SIGNS SHALL BE DOUBLE FACED ON NINE (9) INCH EXTRUDED BLANKS USING COMBINATION UPPER CASE (6 INCH) AND LOWER CASE (4½ INCH) WHITE LETTERING ON A GREEN BACKGROUND. THE EXTRUDED ALUMINUM BLANKS SHALL HAVE A MINIMUM THICKNESS OF 0.063 INCH AND THICKER STIFFENED EDGES. HIGH INTENSITY GRADE, RETRO-REFLECTIVE SHEETING SHALL BE APPLIED TO BOTH SIDES FOR BOTH THE WHITE AND GREEN MATERIALS. FOR GROUND MOUNTED STREET NAME SIGNS AT INTERSECTIONS OF MULTI-LANE ROADS WITH SPEED LIMIT OF 40 MPH OR GREATER, STREET NAME SIGNS SHALL BE DOUBLE FACED ON TWELVE (12) INCH FLAT SHEET BLANKS USING COMBINATION UPPER CASE (8 INCH) AND LOWER CASE (6 INCH) WHITE LETTERING ON A GREEN BACKGROUND. FOR OVERHEAD SIGNS, SEE THE CITY ENGINEER FOR DETAILS AND SPECIFICATIONS.
- 3) SIGN POSTS: SIGN POSTS FOR STOP SIGNS AND STREET NAME SIGNS SHALL BE TEN (10) FEET IN LENGTH, FOURTEEN (14) GAUGE GALVANIZED, 2” X 2” TELESAR QWIK-PUNCH POST. EACH INSTALLATION SHALL INCLUDE A TEN (10) FOOT LENGTH AND A FOUR (4) FOOT LENGTH SHALL BE INSTALLED INTO THE GROUND TO A DEPTH OF FORTY-TWO (42) INCHES. THE TEN (10) FOOT LENGTH SHALL BE ATTACHED TO THE FOUR (4) FOOT LENGTH OF 2 ¼ “ X 2 ¼” TELESAR BASE 12 GAUGE TO ALLOW THE BOTTOM OF TRAFFIC CONTROL SIGNS TO BE MOUNTED AT A MINIMUM HEIGHT OF SEVEN (7) FEET ABOVE THE GROUND FOR SINGLE SIGN ATTACHMENTS. STREET NAME SIGNS WILL BE MOUNTED ON TOP OF SIGN POSTS FOR STOP SIGNS TO COMBINE SIGNAGE FOR BETTER AESTHETICS. SEE ITEM 4A BELOW.
- 4) OTHER TRAFFIC CONTROL SIGNS:

A) STOP SIGNS SHALL BE FLAT SHEET ALUMINUM, WITH A MINIMUM SIZE OF THIRTY (30) BY THIRTY (30) INCHES WITH MICRO-PRISMATIC, DIAMOND GRADE, RETRO-REFLECTIVE SHEETING.

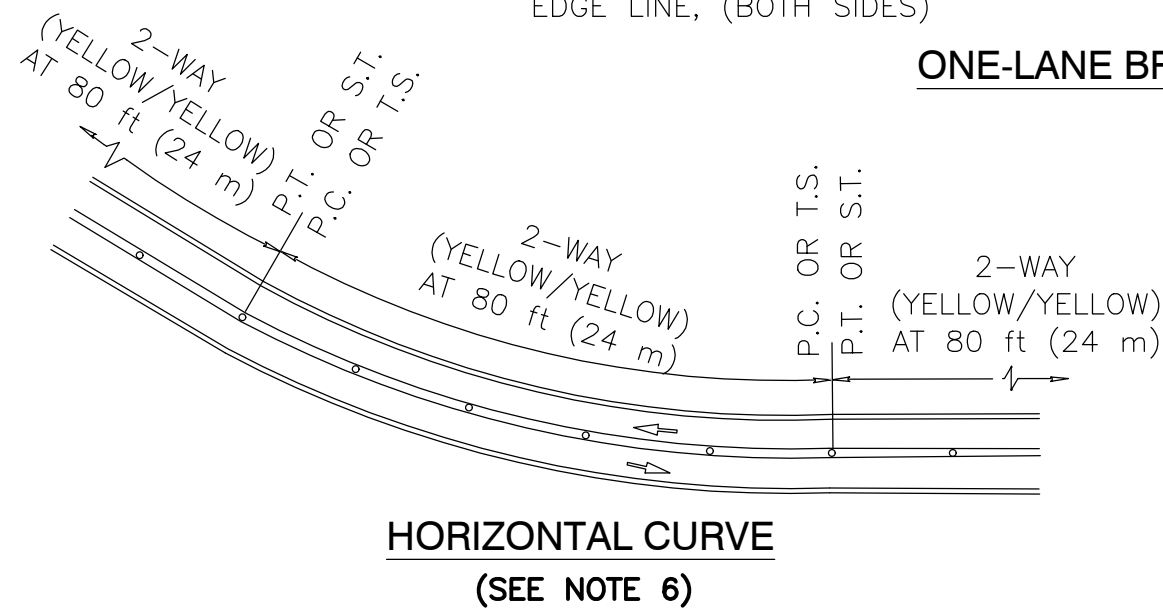
B) NO PARKING SIGNS SHALL BE A MINIMUM SIZE OF TWELVE (12) BY EIGHTEEN (18) INCHES WITH, HIGH INTENSITY GRADE, RETRO-REFLECTIVE SHEETING.

C) SPEED LIMIT SIGNS SHALL BE TWENTY-FOUR (24) BY THIRTY (30) INCHES WITH MICRO-PRISMATIC, DIAMOND GRADE, RETRO-REFLECTIVE SHEETING.
- D) SIGN POSTS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED U-CHANNEL TYPE STEEL POSTS, RATED AT THREE (3) POUNDS PER FOOT. EACH SIGN INSTALLATION SHALL INCLUDE A TEN (10) FOOT LENGTH AND A FIVE (5) FOOT LENGTH. THE FIVE (5) FOOT LENGTH SHALL BE DRIVEN INTO THE GROUND TO A DEPTH OF FORTY-TWO (42) INCHES. THE TEN (10) FOOT LENGTH SHALL BE ATTACHED TO THE FIVE (5) FOOT LENGTH TO ALLOW THE BOTTOM OF TRAFFIC CONTROL SIGNS TO BE MOUNTED AT A MINIMUM HEIGHT OF SEVEN (7) FEET ABOVE THE GROUND FOR SINGLE SIGN ATTACHMENTS. IF TWO SIGNS ARE ATTACHED TO ONE POST INSTALLATION, THEN THE BOTTOM OF THE PRIMARY SIGN SHALL BE MOUNTED AT SEVEN (7) FEET UNLESS THE BOTTOM OF THE SECONDARY SIGN IS MOUNTED LESS THAN SIX (6) FEET, THEN THE SIGNS SHALL BE RAISED SO THAT THE SECONDARY SIGN IS MOUNTED NO LESS THAN SIX (6) FEET ABOVE THE GROUND.
- E) NO PARKING SIGNS AND SPEED LIMIT SIGNS SHALL BE GALVANIZED U-CHANNEL TYPE STEEL POSTS, RATED AT THREE (3) POUNDS PER FOOT. EACH SIGN INSTALLATION SHALL INCLUDE A TEN (10) FOOT LENGTH AND A FIVE (5) FOOT LENGTH. THE FIVE (5) FOOT LENGTH SHALL BE DRIVEN INTO THE GROUND TO A DEPTH OF FORTY-TWO (42) INCHES. THE TEN (10) FOOT LENGTH SHALL BE ATTACHED TO THE FIVE (5) FOOT LENGTH TO ALLOW THE BOTTOM OF TRAFFIC CONTROL SIGNS TO BE MOUNTED AT A MINIMUM HEIGHT OF SEVEN (7) FEET ABOVE THE GROUND FOR SINGLE SIGN ATTACHMENTS. IF TWO SIGNS ARE ATTACHED TO ONE POST INSTALLATION, THEN THE BOTTOM OF THE PRIMARY SIGN SHALL BE MOUNTED AT SEVEN (7) FEET UNLESS THE BOTTOM OF THE SECONDARY SIGN IS MOUNTED LESS THAN SIX (6) FEET, THEN THE SIGNS SHALL BE RAISED SO THAT THE SECONDARY SIGN IS MOUNTED NO LESS THAN SIX (6) FEET ABOVE THE GROUND.
- 5) BEFORE INSTALLATION OF ANY SIGNAGE IN SUBDIVISIONS, THE CONTRACTOR SHALL CONTACT UNDERGROUND PROTECTION SERVICES FOR UTILITY LOCATIONS BEFORE ANY SIGN POSTS ARE DRIVEN INTO THE GROUND.
- 6) DEVELOPER SHALL SUBMIT SIGNING PLAN TO CITY FOR APPROVAL PRIOR TO INSTALLATION.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
STREET SIGN SPECIFICATIONS	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-17	61-24	5/29/24



THROUGH APPROACH
(SEE NOTES 1, 4 AND 6)



- LEGEND**
- 1-WAY REFLECTORS
 - 2-WAY REFLECTORS
 - ➔ DIRECTION OF TRAVEL

NOTES

1. RAISED PAVEMENT MARKERS SHALL NOT BE PLACED WITHIN THE INTERSECTION AREA.
2. RAISED PAVEMENT MARKERS ON LANE LINES ON MULTI-LANE ROADWAYS SHALL BE TWO-WAY WHITE/RED SPACED AT 80 FEET (24 M).
3. WHEN A CHANNELIZING LINE IS LESS THAN 80 FEET (24 M) IN LENGTH, ONE RAISED PAVEMENT MARKER SHALL BE PLACED AT EACH END OF THE LINE, AND ONE SHALL BE PLACED IN THE CENTER OF THE LINE.
4. RAISED PAVEMENT MARKERS SHALL NOT BE PLACED ON EDGE LINES ON A THROUGH APPROACH.
5. ALL APPROACHES AT A SIGNALIZED INTERSECTION SHALL BE TREATED AS SHOWN IN THE STOP APPROACH DETAIL BY ADDING EDGE LINE MARKERS ALONG THE RIGHT EDGE LINE.
6. THE SPACING FOR CENTER LINE RAISED PAVEMENT MARKERS SHALL BE 80 FEET (24 M) EXCEPT FOR THE FOLLOWING:

FOR ONE-LANE BRIDGES, CENTER LINE PAVEMENT MARKINGS, INCLUDING RAISED PAVEMENT MARKERS, SHALL BE OMITTED 160 FEET (48 M) ON EACH SIDE AND ACROSS THE BRIDGE.

FOR HORIZONTAL CURVES OF 5 DEGREES OR GREATER (RADIUS OF 1150 FEET (380 OR LESS)), THE SPACING OF THE CENTER LINE MARKERS SHALL BE REDUCED TO 40 FEET (12 M) BETWEEN P.C. OR T.S. AND P.T. OR S.T.

FOR HORIZONTAL CURVES OF 10 DEGREES OR GREATER (RADIUS OF 570 FEET (170 M) OR LESS), THE SPACING OF THE CENTER LINE MARKERS SHALL BE REDUCED TO 20 FEET (6 M) BETWEEN P.C. OR T.S. AND P.T. OR S.T. WHEN USING 20 FOOT (6 M) (6 M) SPACING, 12 RAISED PAVEMENT MARKERS AT 40 FOOT (12 M) SPACING SHALL BE INSTALLED ON EACH END OF THE 20 FOOT (6 M) SPACING.

ON AN INTERSECTION APPROACH WITH A LEFT-TURN LANE, A MINIMUM OF THREE EQUALLY SPACED RAISED PAVEMENT MARKERS SHALL BE INSTALLED ON THE BACK TAPER.

CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
RAISED PAVEMENT MARKER SPACING DETAILS	ADOPTION ORDINANCE	DATE
STANDARD CONSTRUCTION DRAWING P-18	61-24	5/29/24

NOTES

1. CENTER LINE MARKERS SHALL BE PLACED BETWEEN THE LINES WHEN SINGLE OR DOUBLE SOLID LINES ARE USED. MARKERS INSTALLED ALONG AN EDGE LINE OR CHANNELIZING LINE SHALL BE PLACED SO THAT THE CASTING IS NO MORE THAN 1 INCH (25 MM) FROM THE NEAR EDGE OF THE LINE. MARKERS INSTALLED ALONG A LANE LINE OR DASHED YELLOW CENTER LINE SHALL BE PLACED BETWEEN AND IN LINE WITH THE DASHES. HOWEVER, DESPITE THESE PROVISIONS, THE MARKERS SHALL ALSO BE PLACED A MINIMUM OF 2 INCHES (50 MM) AWAY FROM A LONGITUDINAL OR TRANSVERSE JOINT.

IF APPROVED BY THE ENGINEER, MARKERS MAY BE PLACED ON THE LINES WHERE THE LINES DEVIATE VISIBLY FROM THEIR CORRECT ALIGNMENT OR THE CONSTRUCTION JOINT WILL BE WITHIN 2 INCHES (50 MM) OF THE MARKER.

2. TO FACILITATE THE CUTTING OF THE TWO PARALLEL SLOTS AND INTERVENING CONCAVED SURFACE SIMULTANEOUSLY, IT IS RECOMMENDED THAT AN ARBOR AND SAW BLADE ASSEMBLY BE USED. FOR ADDITIONAL DETAILS AND TOLERANCES OF THE CASTING AND ARBOR-SAW ASSEMBLY CONTACT THE CASTING MANUFACTURER.

3. SEE SHEET P16 FOR SPACING DETAILS.

4. RAISED PAVEMENT MARKERS SHALL NOT BE PLACED WITHIN THE INTERSECTION AREA.

5. WHEN A CHANNELIZING LINE IS LESS THAN 80 FEET (24 M) IN LENGTH, ONE RAISED PAVEMENT MARKER SHALL BE PLACED AT EACH END OF THE LINE, AND ONE SHALL BE PLACED IN THE CENTER OF THE LINE.

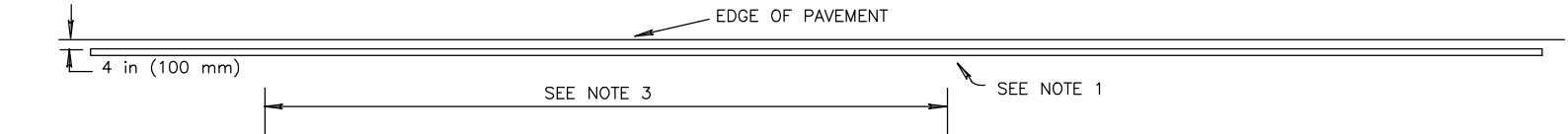
6. RAISED PAVEMENT MARKERS SHALL NOT BE PLACED ON EDGE LINES ON A THROUGH APPROACH.

7. ALL APPROACHES AT A SIGNALIZED INTERSECTION SHALL BE TREATED AS SHOWN IN THE STOP APPROACH DETAIL BY ADDING EDGE LINE MARKERS ALONG THE RIGHT EDGE LINE.

EDGE LINE

1-WAY (WHITE)
WITH RIGHT EDGE LINE OR

2-WAY (YELLOW/RED)
WITH LEFT EDGE LINE ON
RAMPS, YELLOW SIDE FACING
TRAFFIC



CHANNELIZING LINE

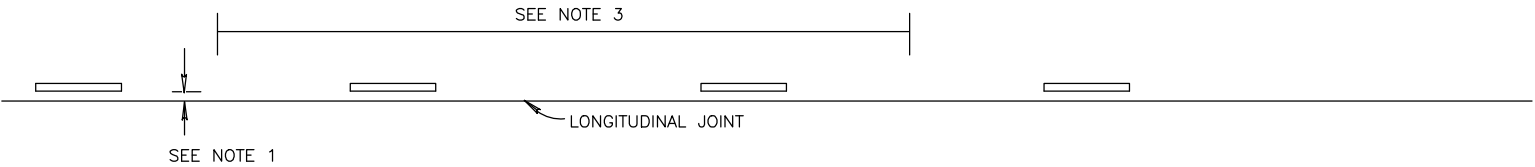
2-WAY (WHITE/RED),
WHITE SIDE FACING TRAFFIC



LANE LINE

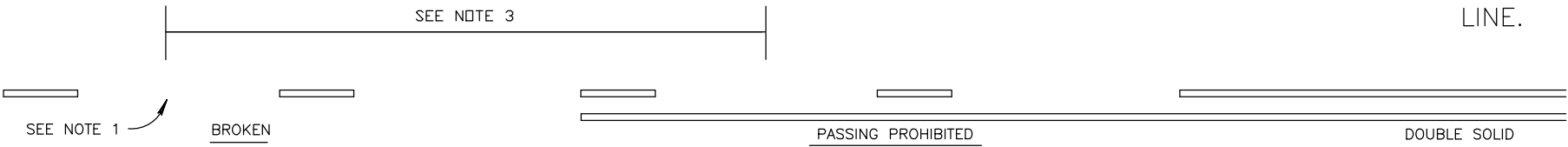
1-WAY (WHITE) OR

2-WAY (WHITE/RED),
WHITE SIDE FACING TRAFFIC



CENTER LINE

2-WAY (YELLOW/YELLOW)



CITY OF AVON CONSTRUCTION STANDARDS AND SPECIFICATIONS		
RAISED PAVEMENT MARKER PLACEMENT DETAILS	ADOPTION ORDINANCE	DATE
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